



Property Committee

REGULAR MEETING AGENDA

December 15, 2006
8:30 a.m.

South Florida Regional Transportation Authority

Board Room

800 NW 33rd Street, Suite 100
Pompano Beach, Florida 33064

www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL WILLIAM CROSS AT (954) 788-7916

Members

George Morgan, Jr., Chair
Bill T. Smith, Vice-Chair

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PROPERTY COMMITTEE MEETING
OF DECEMBER 15, 2006

The meeting will convene at 8:30 a.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

CALL TO ORDER

AGENDA APPROVAL – Additions, Deletions, Revisions

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

[C1 – MOTION TO APPROVE:](#) Minutes of Property Committee Meeting of October 27, 2006

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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[R1 - MOTION TO RECOMMEND:](#) Boca Raton Station Phase II Joint Development Project Implementation Plan

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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[I1 – INFORMATION:](#) Cypress Creek Partners Parking Proposal

[I2 – PRESENTATION:](#) City of Delray Beach Redevelopment Plans

[I3 – INFORMATION:](#) Administrative Facility Site Comparative Analysis

[I4 – INFORMATION:](#) Tri-Rail Station Parking and Circulation Study

[I5 – INFORMATION:](#) Station Area Land Use, Zoning & Government-Owned Properties

OTHER BUSINESS

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PROPERTY COMMITTEE MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Planning and Capital Development Department at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the South Florida Regional Transportation Authority Property Committee with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

MINUTES
PROPERTY COMMITTEE MEETING
OF OCTOBER 27, 2006

The Property Committee meeting was held at 8:30 a.m. on Friday, October 27, 2006 in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices, located at 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT:

Mr. George Morgan, Jr., SFRTA Board Member and Property Committee Chair
Mr. Bill Smith, SFRTA Board Member and Property Committee Vice-Chair

COMMITTEE MEMBERS ABSENT:

Commissioner James Scott, SFRTA Board Chair

ALSO PRESENT:

Commissioner Jeff Koons, SFRTA Board Member
Mr. Joseph Giulietti, SFRTA Executive Director
Mr. Jack Stephens, SFRTA Deputy Executive Director
Ms. Bonnie Arnold, SFRTA
Mr. Brad Barkman, SFRTA
Ms. Loraine Cargill, SFRTA
Mr. William Cross, SFRTA
Ms. Diane Hernandez Del Calvo, SFRTA
Mr. Michael Masanoff, Cypress Creek Partners, LLC
Ms. Renee Mathews, SFRTA
Mr. Dan Mazza, SFRTA
Ms. Teresa Moore, Greenberg Traurig
Mr. Jeff Olson, SFRTA
Ms. Flavia Silva, SFRTA
Ms. Lynda Kompelien Westin, SFRTA
Mr. Edward Woods, SFRTA
Mr. Joseph Yesbeck, Carter Burgess

CALL TO ORDER

The Chair called the meeting to order at 8:35 a.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Smith moved for approval of the Agenda. The motion was seconded by the Chair.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Agenda unanimously approved.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

Mr. Masanoff, Cypress Creek Partners, LLC, requested to address the Property Committee after Agenda Item I4.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Property Committee Meeting of September 22, 2006

Mr. Smith moved for approval of the Consent Agenda. The motion was seconded by the Chair.

The Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Chair declared the Consent Agenda unanimously approved.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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There were no Regular Agenda Items at this meeting.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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I1 – INFORMATION: Tri-Rail Station Area Land Use, Zoning and Government Owned Properties

Mr. Cross, Manager of SFRTA’s Planning & Capital Development Department, stated that at the September 22, 2006 Property Committee meeting, staff was directed to prepare land use, zoning, and government owned property maps within a half mile of each Tri-Rail station. Mr. Cross provided a presentation which included the requested information.

The Chair requested that Committee members and staff review the maps and identify those government owned properties that may be of interest to SFRTA.

The Chair moved the discussions to the next item on the Agenda.

I2 – INFORMATION: Tri-Rail Boca Raton Station – Phase II Joint Development Project

Mr. Cross stated that at the August 25, 2006 Property Committee meeting, staff was directed to meet with the City of Boca Raton (City) to discuss the development plan and possible additional uses for the Boca Raton property and, to report back to the Committee with results of the discussions. Mr. Cross reported that the meeting was positive and that City staff noted the extension of the Development of Regional Impact (DRI) for the Boca T-Rex Center through November 2008 has been approved.

The Chair requested another meeting with the City Mayor and City Manager to continue discussions for the site usage prior to the next Property Committee meeting.

Mr. Smith suggested that staff explore locating the SFRTA Administrative Facility at the Boca Raton Station site.

Mr. Giulietti pointed out that the SFRTA Governing Board will need to approve the location of SFRTA Administrative Facility.

The Chair moved the discussions to the next item on the Agenda.

I3 – INFORMATION: New Station Needs Assessment

Mr. Cross stated that SFRTA will initiate a major update of its Transit Development Plan (TDP) and staff anticipates that the scope of the TDP will address the future operational needs of Tri-Rail and include a comprehensive evaluation of potential new station locations along the current 72-mile corridor.

The Chair moved the discussions to the next item on the Agenda.

I4 – INFORMATION: SFRTA Proposed Administrative Facility at Cypress Creek

The Chair briefed the Committee about SFRTA plans to build an Administrative Facility at Cypress Creek and stated that over the past three years, staff has been evaluating the property and putting together preliminary building plans and cost estimates. The Chair continued stating that he wanted to bring this item back for discussion and did not want to limit possibilities to just the Boca Raton or the Cypress Creek sites and requested staff to look at other opportunities along the rail corridor.

Mr. Masanoff, Cypress Creek Partners, LLC (CCP), addressed the Committee regarding the Cypress Creek site. Mr. Masanoff stated that CCP planned to construct a mixed-use transit-oriented development on the FDOT property and would like to enter into an agreement with SFRTA to relocate approximately 268 parking spaces to the SFRTA site at Cypress Creek.

The Chair stated that the Committee will look into a location for the SFRTA Administrative Facility and that at this time it is premature to make any plans regarding the Cypress Creek property.

The Chair moved the discussions to the next item on the Agenda.

OTHER BUSINESS

There was no Other Business discussed at this meeting.

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

There were no Reports/Comments from the SFRTA Executive Director.

PROPERTY COMMITTEE MEMBER COMMENTS

There were no Comments from the Property Committee Members.

ADJOURNMENT

The meeting was adjourned at 9:40 a.m.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: DECEMBER 15, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

TRI-RAIL BOCA RATON STATION
PHASE II JOINT DEVELOPMENT PROJECT

REQUESTED ACTION:

MOTION TO RECOMMEND: Implementation Project Schedule for Tri-Rail Boca Raton Station Phase II Joint Development Project.

SUMMARY EXPLANATION AND BACKGROUND:

At the August 25, 2006 Property Committee meeting, the Property Committee directed Mr. George Morgan and SFRTA staff to meet with the City of Boca Raton (City) to discuss the development potential of SFRTA's Property (the Property) at the Boca Raton Station, and report these discussions back to the Property Committee.

On December 1, 2006, Mr. Morgan and staff met with Mr. Steven Abrams, City of Boca Raton Mayor and Mr. Leif Ahnell, City of Boca Raton City Manager. Both were supportive of the SFRTA plans to develop the property to accommodate 60,000 square feet of office and 10,000 square feet of retail. The City also confirmed that the DRI for the Boca T-Rex Development was extended through November 30, 2008 allowing the SRTA a two-year timeframe to secure a building permit.

The attached schedule (Exhibit 1) provides an implementation framework, allowing the SFRTA to obtain a building permit from the City by September 2008, for a transit-oriented development at the Boca Raton Station.

Department: Planning & Capital Development

Department Director: Jack Stephens

Project Manager: Loraine Cargill

FISCAL IMPACT: N/A

EXHIBITS ATTACHED: [Exhibit 1: Phase II Joint Development Project Schedule](#)

TRI-RAIL BOCA RATON STATION
PHASE II JOINT DEVELOPMENT PROJECT


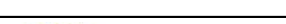


Committee Action:

Approved: _____Yes _____No

Vote: _____ Unanimous

Amended Motion:

George Morgan	_____	Yes	_____	No
Bill T. Smith	_____	Yes	_____	No

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SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: DECEMBER 15, 2006

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

CYPRESS CREEK PARTNERS PARKING PROPOSAL

SUMMARY EXPLANATION AND BACKGROUND:

On November 15, 2006, Cypress Creek Partners, LLC (“CCP”) submitted a Term Sheet to the South Florida Regional Transportation Authority (SFRTA) at the request of the Florida Department of Transportation (FDOT) District IV for consideration and discussion. The purpose of the term sheet is to obtain SFRTA’s agreement to transfer and relocate 268 surface parking spaces from the Cypress Creek Park & Ride site located at the southwest corner of Interstate 95 and Cypress Creek Road (East Property), to the SFRTA property west of the Tri-Rail Cypress Creek Station (West Property). CCP is leasing the East Property from FDOT with the intention of developing the site with commercial uses.

Per the term sheet, CCP would form with the approval of various government entities a Community Development District (CDD)/Transit Assessment District (TAD) that will include both the East and West Property. The CDD/TAD would be responsible for constructing the 268 transit parking spaces, the access road to the parking facility known as NW 6th Way, and a bus drop-off area, referred to as the “West Improvements”. In exchange, the TAD would pay an annual license fee to the SFRTA of \$300,000, payable in arrears in October of each year. The cost of the West Improvements, interest on the unpaid amounts and other amounts will be offset against the annual license payments until such time as the TAD recovers the West Improvement Costs and interest on the unrecovered costs at an interest rate of 6% per annum. Upon the TAD recapturing through the offset against the annual license payments the West Improvement Costs and accrued interest, the TAD will commence making licensing fee payments to SFRTA.

The terms are contingent on the approval of the Property Committee and the SFRTA Governing Board. The terms are also contingent on CCP entering into an appropriate Lease amendment providing FDOT’s consent to relocating the Transit Parking Spaces to the West Property and eliminating CCP’s further obligations with respect to such spaces and FDOT’s agreement to eliminate its obligation to construct an elevated pedestrian bridge across Andrews Avenue connecting the East and West properties.

EXHIBITS ATTACHED: [Exhibit 1: Term Sheet between SFRTA and CCP](#)

TERM SHEET

**BETWEEN
SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (“SFRTA”)
AND
CYPRESS CREEK PARTNERS, LLC (“CCP”)**

The following terms are submitted by Cypress Creek Partners, LLC on behalf of a to-be-formed Community Development District to operate as a Transit Assessment District at the request of the Florida Department of Transportation for consideration and discussion by the South Florida Regional Transportation Authority.

Goals of the Parties: SFRTA’s goals include developing a better transportation system, enhancing patron convenience to encourage use, obtaining alternative financing sources and placing SFRTA facilities under SFRTA control.

CCP desires to encourage use of Tri-Rail while improving the efficiency of its proposed development.

Properties forming the Transit Assessment District: Property commonly known as Cypress Creek Park & Ride site located at the southwest corner of Interstate 95 and Cypress Creek Road, Ft. Lauderdale and Oakland Park, Florida (“CCP Property”). This property is presently under a long term lease with the Florida Department of Transportation (“FDOT”), as Landlord and CCP, as Tenant (“Lease”).

Vacant and unimproved property currently owned by the SFRTA immediately to the west of the Cypress Creek Tri-Rail Station (“Station”), with direct access to and from Powerline Road and Cypress Creek Road, Ft. Lauderdale, Florida (“West Property”).

Purpose of the Transaction: FDOT has agreed with CCP that 268 parking spaces required to be provided under the Lease will be relocated to the West Property. The purpose of this term sheet is to obtain SFRTA’s agreement to relocate 268 of such surface parking spaces (“Transit Parking Spaces”) from the CCP Property to the West Property to provide parking for Tri-Rail riders immediately adjacent to the Station. By relocating the spaces to the West Property, SFRTA will make the parking much more convenient for Tri-Rail users, thus encouraging ridership, while reserving for SFRTA future development potential on the West Property. The SFRTA will continue to own the West Property subject to the license.

Transit Assessment District: CCP will form a transit assessment district (“TAD”) that will include the CCP Property and the West Property. SFRTA will

have the right to develop the West Property so long as the Transit Parking Spaces are retained. Government or other exempt users will be exempt from TAD assessments and future private users on the West Property will be subject to proportional TAD assessments.

License Agreement for West Property and Term:

SFRTA shall enter into a license agreement granting the TAD a license to the West Property. The term of the license shall be co-extensive with the term of the Lease.

TAD to Construct Parking and Access:

The TAD will be responsible for constructing the 268 Transit Parking Spaces, the access road to the parking facility known as NW 6th Way and a bus drop-off circle ("West Improvements"). SFRTA will assign to the TAD any rights it may have to cause third parties to construct and/or contribute to the cost of the West Improvements and to otherwise cooperate with the TAD in making the West Improvements. Upon completion of the West Improvements, the TAD will convey to the SFRTA the ownership of such improvements.

License Payment:

The annual license fee to the SFRTA by the TAD shall be \$300,000, payable annually in arrears in October of each year. The cost of the West Improvements, interest on the unpaid amounts and other amounts described herein ("West Improvement Costs") will be offset against the annual license payments until such time as the TAD recovers the West Improvement Costs and interest on the unrecovered costs at an interest rate of 6% per annum. Upon the TAD recapturing through the offset against the annual license payments the West Improvement Costs and accrued interest, the TAD will commence making cash payments of the licensing fee to SFRTA.

Timing of Construction:

The TAD will commence construction and diligently proceed to complete the West Improvements upon the earlier of (i) when construction commences on the CCP Property and makes at least 268 of the required surface parking spaces required under the Lease on the CCP Property unavailable for Tri-Rail users or (ii) 30 months from the execution of definitive agreements.

Design of Transit Parking Spaces:

Attached as Exhibit A to this term sheet is a preliminary site plan for the West Property to assist SFRTA in determining the proper location of the Transit Parking Spaces. Attached as Exhibit B is a scope of services for site plan activities to be performed by Carter Burgess. The cost of this site plan will be considered West Improvement Costs. SFRTA and the TAD shall approve the final site plan for the Transit Parking Spaces, which approvals shall not

be unreasonably withheld or delayed.

Pedestrian Bridge:	As a result of the relocation of the Transit Parking Spaces to the West Property, SFRTA agrees that the elevated pedestrian bridge connecting the CCP Property and the Station is not required and will work with CCP and the TAD to modify the requirement to require a grade-level path, the cost of which will be West Improvement Costs.
Other West Improvement Costs	The West Improvement Costs shall include the cost of the bus depot and costs associated with the 288 park and ride spaces required under the Lease on the CCP Property.
Option to Purchase West Property:	Should SFRTA desire to sell the West Property at any time commencing 10 years from the execution of the license agreement, CCP shall have the option to purchase the West Parcel at fair market value, provided that as a condition to any such purchase the West Improvements are retained.
Conditions Precedent:	These terms are contingent upon approval of this non-binding term sheet by the SFRTA Property Committee and the approval by the SFRTA Board of Directors of definitive agreements.
Conditions Subsequent:	A condition of the transaction shall be that all applicable government entities approve the terms of this transaction including but not limited to the formation of the TAD and entering into all necessary interlocal agreements with all applicable government entities including the City of Oakland Park, Broward County and FDOT.
FDOT Approval:	The terms are also contingent on CCP entering into an appropriate Lease amendment providing FDOT's consent to relocating the Transit Parking Spaces to the West Property and eliminating CCP's further obligations with respect to such spaces and FDOT's agreement to eliminate the obligation to construct the elevated pedestrian bridge.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: DECEMBER 15, 2006

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

CITY OF DELRAY BEACH REDEVELOPMENT PLANS

SUMMARY EXPLANATION AND BACKGROUND:

Mr. Paul Dorling, Planning & Zoning Director for the City of Delray Beach will provide a brief presentation on the Redevelopment Plans for the City of Delray Beach.

EXHIBITS ATTACHED: [Exhibit 1: Letter of Request from the City of Delray Beach](#)

CITY OF DELRAY BEACH



100 N.W. 1st AVENUE

DELRAY BEACH, FLORIDA 33444

561/243-7000

RECEIVED

PLANNING

OCT 11 2006

OCT 10 2006
EXECUTIVE OFFICE

DEPARTMENT

October 3, 2006

William L. Cross, P.E.
Manager of Planning & Capital Development
South Florida Regional Transportation Authority
800 NW 33 Street, Suite 100
Pompano Beach, FL 33064

Dear Mr. Cross:

Thank you for your letter of July 5th concerning redevelopment plans around the Delray Beach Tri-Rail Station. We would like very much to present our plans to the RTA Property Committee. Since I have not heard from you concerning the next Property Committee meeting date, I wanted to assure you of our interest and our readiness to meet with the Committee at a mutually convenient time.

Sincerely,

A handwritten signature in black ink, appearing to read "David T. Harden".

David T. Harden
City Manager

DTH/gb

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: DECEMBER 15, 2006

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

ADMINISTRATIVE FACILITY COMPARATIVE SITE ANALYSIS

SUMMARY EXPLANATION AND BACKGROUND:

At the October 27, 2006 Property Committee Meeting, the Committee requested staff to evaluate potential sites along the Tri-Rail Corridor that could accommodate the Authority's Administrative staff and functions.

The potential administrative facility site should accommodate approximately 60,000 square feet of office space and allow for future expansion needs. The site should also be located in close proximity to a Tri-Rail Station to afford ease of access by Tri-Rail trains to passengers, employees and guests while meeting the parking needs of the building square footage. Per direction from the SFRTA Governing Board, the cost of purchasing, expanding and upgrading the current SFRTA Administrative Facility to be more hurricane resistant should also be evaluated as part of the analysis.

To assist with this task, staff contracted the services of Kimley-Horn & Associates to perform a relatively quick analysis of potential sites and identify their feasibility for accommodating an Administrative Facility. The attached analysis presents the Pompano Beach "Buy and Expand" scenario as the most desirable option.

EXHIBITS ATTACHED: [Exhibit 1: Administrative Facility Comparative Site Analysis](#)



SITE FEASIBILITY STUDY



**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**



**Kimley-Horn
and Associates, Inc.**



Table of Contents

Introduction.....	Page
Project Approach.....	Page
Boca Raton.....	Page
Deerfield Beach	Page
Cypress Creek	Page
Pompano Beach.....	Page
History of SFRTA’s Administrative Office Space.....	Page
Summary	Page
Appendix A — Boca Station Site	Page
Appendix B — Deerfield Beach Station Site	Page
Appendix C — Cypress Creek Station Site	Page
Appendix D — Pompano Beach Station Site	Page

Introduction

The purpose of the workbook is to present the results of the site feasibility study for a potential administrative office for the South Florida Regional Transportation Authority (SFRTA). The task encompassed the review of seven identified potential scenarios for a new administrative facility near the center of the existing Tri-Rail system. Presently, the SFRTA administrative offices are located in a leased building on a leased property in Pompano Beach adjacent to the Pompano Beach Tri-Rail station. The intent is to relocate or build an administrative office in a central location preferably owned by SFRTA. SFRTA has been evaluating the following potential properties adjacent to existing Tri-Rail stations to determine their feasibility, including:

1. 2.8-acre vacant SFRTA property to the north side of the Boca Raton station;
2. 3-acre vacant SFRTA property to the west side of the Deerfield Beach station;
3. 6.8-acre vacant SFRTA property to the west side of the Cypress Creek station; and
4. 4.4-acre property owned by SFRTA on the east side of the existing Pompano Beach Tri-Rail Station.
5. 1.4-acre property owned by SFRTA on the west side of the existing Pompano Beach Tri-Rail Station.

In addition two other development scenarios were addressed at the Pompano Beach Tri-Rail station which include:

6. The purchase, expansion and upgrading of the existing leased administrative facility adjacent to the Pompano Beach station.
7. The renewed leasing of the administrative facility adjacent to the Pompano Beach station with the owner providing the expansion and upgrades to the facility.

The sites of the seven scenarios are located in the approximate center of the Tri-Rail system. The system center (the center point of the Tri-rail stations) is located just south of the Pompano Beach station. The Tri-Rail system with all the eighteen station locations is illustrated on Figure 1.

Project Approach

The project approach of the site feasibility study is described in the following paragraphs:

Review of Aerial Photographs and Available GIS Information

The potential study sites were identified and mapped with property boundary information. The most recent aerial photographs and Geographic Information System data available were used to create the basemaps for the potential SFRTA administrative facility sites. The sites evaluated are located in close proximity to the center of the Tri-Rail system.

Field Review of Potential Administrative Facility Sites

Field reviews were conducted for each of the potential study sites to investigate their existing use, surrounding uses, site constraints, vegetation, and access considerations. Photographs of the study sites were taken during the site visits to document the information.

Obtain Ownership and Assessment Data

The ownership, assessment and land use information were collected from the Palm Beach County and Broward County property appraiser database, SFRTA staff and the Regional Planning Council for each of the potential sites. All available plat and future development information were obtained.

Identify Land Use and Zoning Classifications and Other Relevant Data

A review of the comprehensive plans, land development codes, DRI development orders and building codes of the respective jurisdictions was performed to identify existing and future land uses, existing and future zoning designations, development limitations and requirements, development standards, parking requirements and other relevant information.

Identify and Analyze Development Scenarios and their Feasibility

Development scenarios for providing a 60,000 square feet administrative office facility were developed at each of the five potential sites based on several criteria including but not limited to:

- future land use
- zoning
- compatibility of adjacent uses
- accessibility
- time frame for development
- parking requirements and availability
- land development regulations
- environmental issues
- proximity to the planned FEC Tri-Rail transfer station
- height requirements
- aviation and FAA requirements
- ability for future expansion of the administrative facility

Analyze Financial Feasibility of Development Scenarios

The financial costs and feasibility were compared for each of the development scenarios, including preliminary cost for purchasing and upgrading the current administrative facility adjacent to the Pompano Beach station. The development scenarios will be refined/alterd based on the results of the financial feasibility analysis and discussion with SFRTA's Project Manager.

The detailed analysis of the each of the four station sites and the seven development scenarios are provided in the following sections.



Boca Raton

Scenario 1: Build on Vacant SFRTA property

Site Development Information

The site is approximately 2.8 acres and is located at the southwest corner of the intersection of Yamato Road and the C.S.X. railroad. The site location is illustrated in Figure 2.

The future land use designation of the site is light industrial (IL) and the zoning designation is Light Industrial Research Park (LIRP). The permitted uses for the LIRP zoning designation allows for the following uses: research uses or light industrial uses, or office uses which are related to LIRP activities (Sec. 28-977. Permitted uses). Even though the zoning designation does not specifically allow for general administrative office, corporate offices with limited traffic generation are allowed. Hence the site will not require a land use plan amendment or a rezoning to allow for an office use on the site.

The site is located within the T-Rex Corporate Center DRI. SFRTA has an ordinance (SPA 0303) with the City of Boca Raton to develop up to 50,000 s.f. of office space per the original lease agreement and ancillary retail on the site. The lease agreement may need to be amended to increase the entitlement to 60,000 s.f. of office space and then the City's ordinance will need to be renewed in order to allow the proposed development to this increased amount of office space.

The site has direct access from Yamato Road. The site also has access from the intersection of Yamato Road and Congress Avenue through local roads. The site is now under development with adequate space for the proposed administration facility. The conceptual site plan is illustrated in Figure 3.

Proposed Administrative Facility

The required 60,000 s.f. administrative offices are to be provided in a three level structure with a 100' by 200' site footprint. The building is to be located at the 35' building set back line along the southeast property line of the site just north of the recently developed station platforms and overpass. A proposed car drop off/pick up area is to be located between the proposed offices and the station.

Land Development Code Requirements

The requirements pertaining to the development of the site are summarized in Table 1. Additional requirements are provided in the following paragraphs.

Landscaping (Sec. 28-980 (d)6):

Landscaping required by this subsection shall include, but not necessarily be limited to, the planting of grass, ground cover, flower beds, shrubs, hedges, or trees. ...

A 100 foot building set back is required along the frontage of Yamato Road and the first 50 feet of that set back must be developed as a landscaped area. The City of Boca Raton has extensive site landscape and site development requirements.

Sidewalks (Sec. 28-980 (f)):

All street frontage shall have sidewalks, except that private streets may have bicycle or pedestrian paths a minimum of 6 feet in width in lieu of sidewalks. The bicycle/pedestrian paths need not be located adjacent to such private streets. Plots not served by sidewalks shall be served by bicycle/pedestrian paths. Sidewalks or bicycle/pedestrian paths shall be constructed simultaneously

with the streets and shall provide continuous circulation from 1 plot to another. Sidewalks and bicycle/pedestrian paths shall be illuminated to provide safety and security for their users.

Significant pedestrian and bicycle connections are required to and from adjacent development and parking for 11 bicycles will be required for the proposed office facility.

Required Off-street Parking (Sec. 28-1655 (n))

One motor vehicle parking space for each 200 square feet up to 4,000 square feet of gross floor area and one motor vehicle parking space for each 300 square feet in excess of 4,000 square feet. Bicycle parking spaces: 5 percent of required number of motor vehicle parking spaces; at least 80 percent should be long term and at least 5 percent short term.

The parking requirement for the proposed 60,000 s.f. administrative facility will be 206 spaces with additional parking for 11 bicycles. At the present time, with 163 spaces there is sufficient surface parking to serve the station demands through 2010, but should the proposed administrative facility be developed at this site with 72 new surface spaces, approximately 106 structured parking spaces would be required to be built to support those offices.

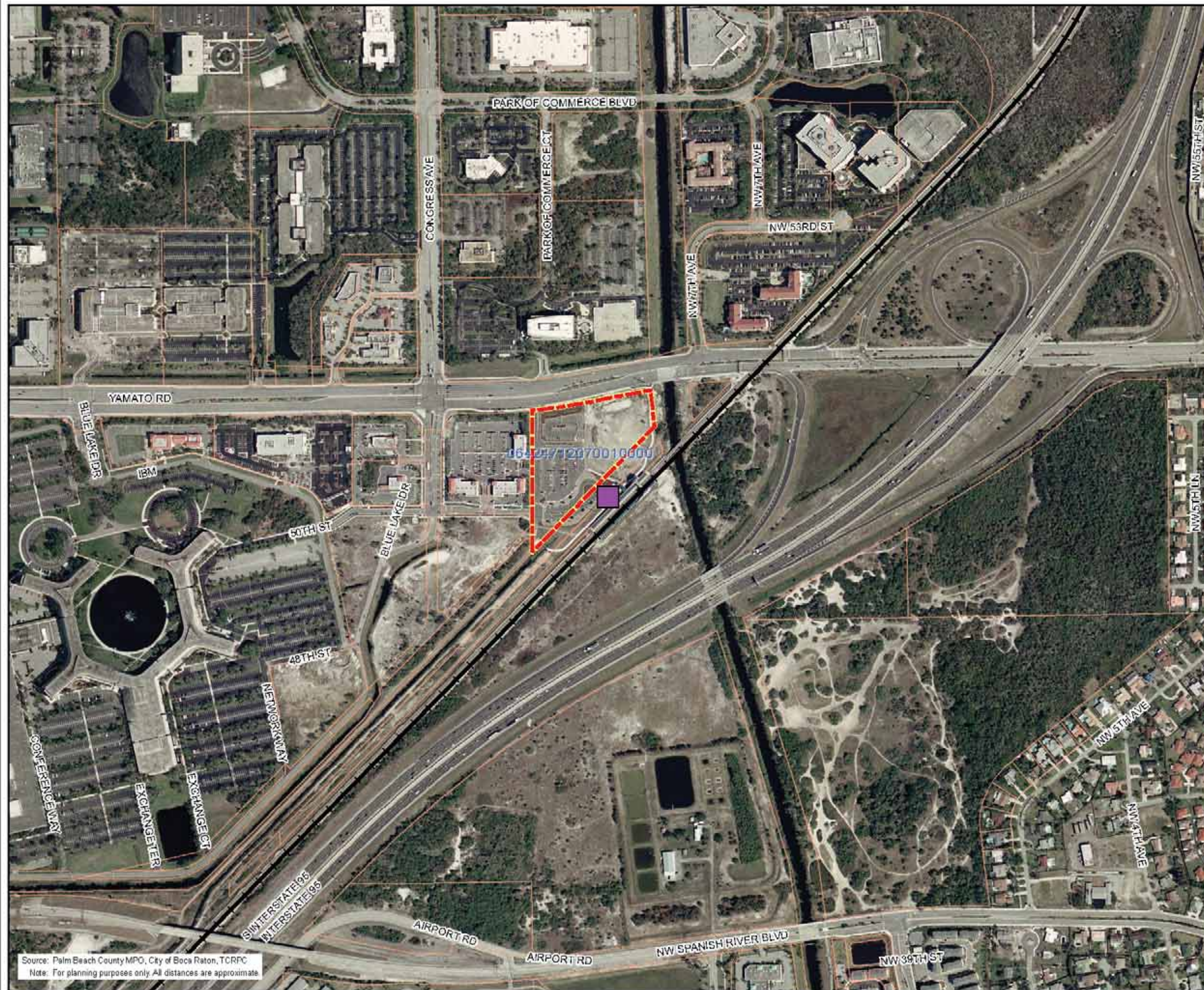
Future parking demands for 2025 indicate that up to 260 spaces will be needed for the station with 206 needed for the proposed offices. The combined demands of the station and the proposed administrative facility will require 466 spaces by 2025 which will require the development of a total of 231 structured parking spaces. It may be possible to get a Transit Oriented Development ordinance approved for the site which will allow less required parking spaces.

The sections of the City of Boca Raton Code of Ordinance that are relevant to the development of the site are provided in Appendix A.

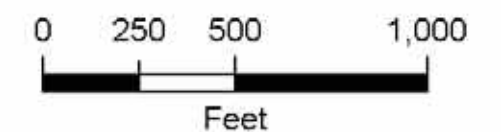
Table 1: Boca Raton Development Requirements	
Parcel Number	06-42-47-12-07-001-0000
Future Land Use	IL - Light Industrial
Zoning	LIRP -Light Industrial Research Park
Maximum FAR	0.6
Maximum Height	85 feet (> 50', setbacks increased by 1' for each additional 2')
Minimum Plot area	> 2.5 acres
Minimum Lot Width	Average width of not less than 250 feet.
Maximum Lot Coverage	No more than 40%
Front Setback	Facing public street = 100'. Yards abutting railroad = 50'.
Rear Setback	Yards adjacent to interior or rear property lines= 35'
Side Setback	Yards adjacent to interior or rear property lines= 35'
Parking	1 space/200 s.f. up to 4,000 GFA & 1 space/300 s.f. after 4,000 GFA. 5% of MV spaces for bicycles.
Additional Requirements	Yards adjacent to railroads. Requirements for yards adjacent to interior or rear property lines shall not be applicable to buildings or facilities erected adjacent to a railroad siding. Where a railroad main line or siding abuts a roadway, the roadway shall be buffered by a 10-foot-deep landscaped yard.

South Florida Regional Transportation Authority Site Feasibility Study

**Figure 2
Boca Raton
Tri-Rail Station**



-  Tri-Rail Station
-  Rail Line
-  Parcels Within 1/2 Mile Buffer
-  Potential Site



Source: Palm Beach County MPO, City of Boca Raton, TCRPC
Note: For planning purposes only. All distances are approximate.

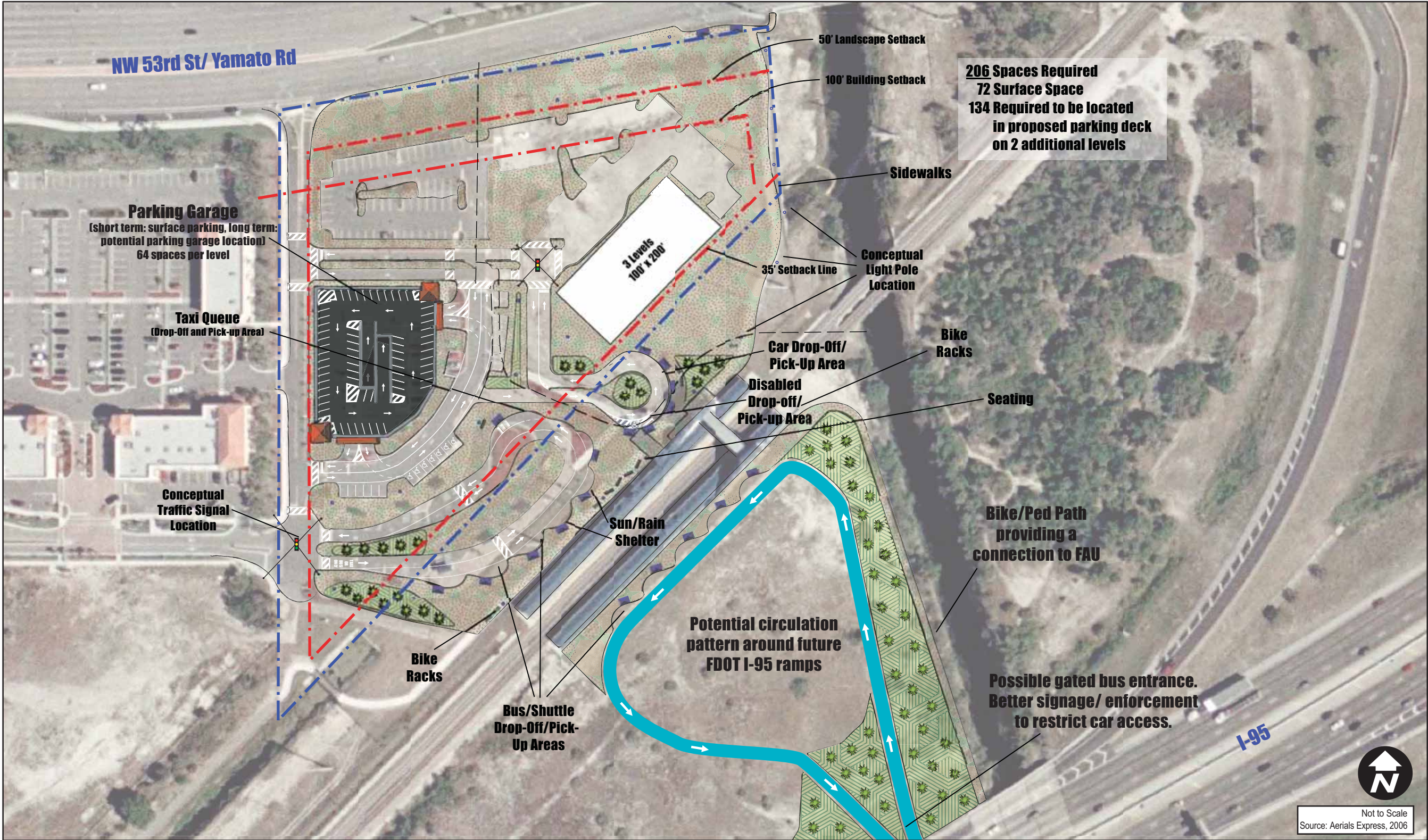


Figure 3 - Boca Raton Station - Conceptual Site Plan

Deerfield Beach

Scenario 2: Build on Vacant SFRTA property

Site Development Information

The site is approximately 3 acres and is located approximately 400' south of Hillsboro Boulevard on the west side of the C.S.X. railroad. The site location is illustrated in Figure 4.

The future land use designation of the site is Industrial (I) and the zoning designation is Business (B-3). The permitted uses for the B-3 zoning designation allows for business and professional offices (Sec.



98-55). The site will not require a rezoning. The proposed administrative facility will require the allocation of flexibility units for an office space use in an industrial land use under the Broward County Flexibility and Reserve system in order to avoid a land use amendment. This can be achieved through the site plan approval process of the City and certification by the

County. The site is located within flex zone 5 of the Broward County system.

The access to the site is limited. Currently access to Tri-Rail patrons is provided from Hillsboro Boulevard. The site can also be accessed from Goolsby Road via a local two lane entry drive. The conceptual site plan is illustrated in Figure 5.

Proposed Administrative Facility

The required 60,000 s.f. administrative offices are to be provided in a five level structure with a 100' by 120' site footprint. The building is to be located on what is now a storm water retention area at the extreme western end of the site and just north of a proposed parking structure. A proposed bus drop off/pick up area is to be located to the east between the proposed offices and the station. The existing parking and circulation systems for the station are to be redeveloped to increase surface parking and improve vehicular circulation.

Land Development Code Requirements

The requirements pertaining to the development of the site are summarized in Table 2. Additional requirements are provided in the following paragraphs.

Under the Broward County Platting requirements, a delegation request may be required to amend the note on the Plat to allow the proposed 60,000 s.f. office space use.

Required Off-street Parking (Sec. 98-142 (16))

One motor vehicle parking space per 300 s. f. of non-storage floor area for general business and commercial uses. For commercial uses, compact spaces may be provided in an amount not to exceed 50 percent of the total parking spaces provided on the site; except within a designated Community Redevelopment Area, commercial compact spaces may not exceed 75 percent of the total parking spaces provided on the site.

The parking requirement for the proposed 60,000 s.f. administrative facility will be 200 spaces. At the present time, with 255 spaces there is sufficient surface parking to serve the station demands through 2010, but should the proposed administrative facility be developed at this site with 15 new surface spaces, approximately 150 structured parking spaces would be required to be built to support those offices.

Future parking demands for 2025 indicate that up to 405 spaces will be needed for the station with 200 needed for the proposed offices. The combined demands of the station and the proposed administrative facility will require 605 spaces by 2025 which will require the development of a total of 335 structured parking spaces.

Landscaping (Sec. 28-980 (d)6):

Landscape buffer strips shall be required around the perimeter of all property lines, exclusive of single-family and individual duplex development. The minimum width of such buffer strips shall be as follows:

- (1) Abutting public right-of-way, excepting alleys: Ten feet;
- (2) Abutting rear or side common property lines, except where a building is constructed: Five feet.

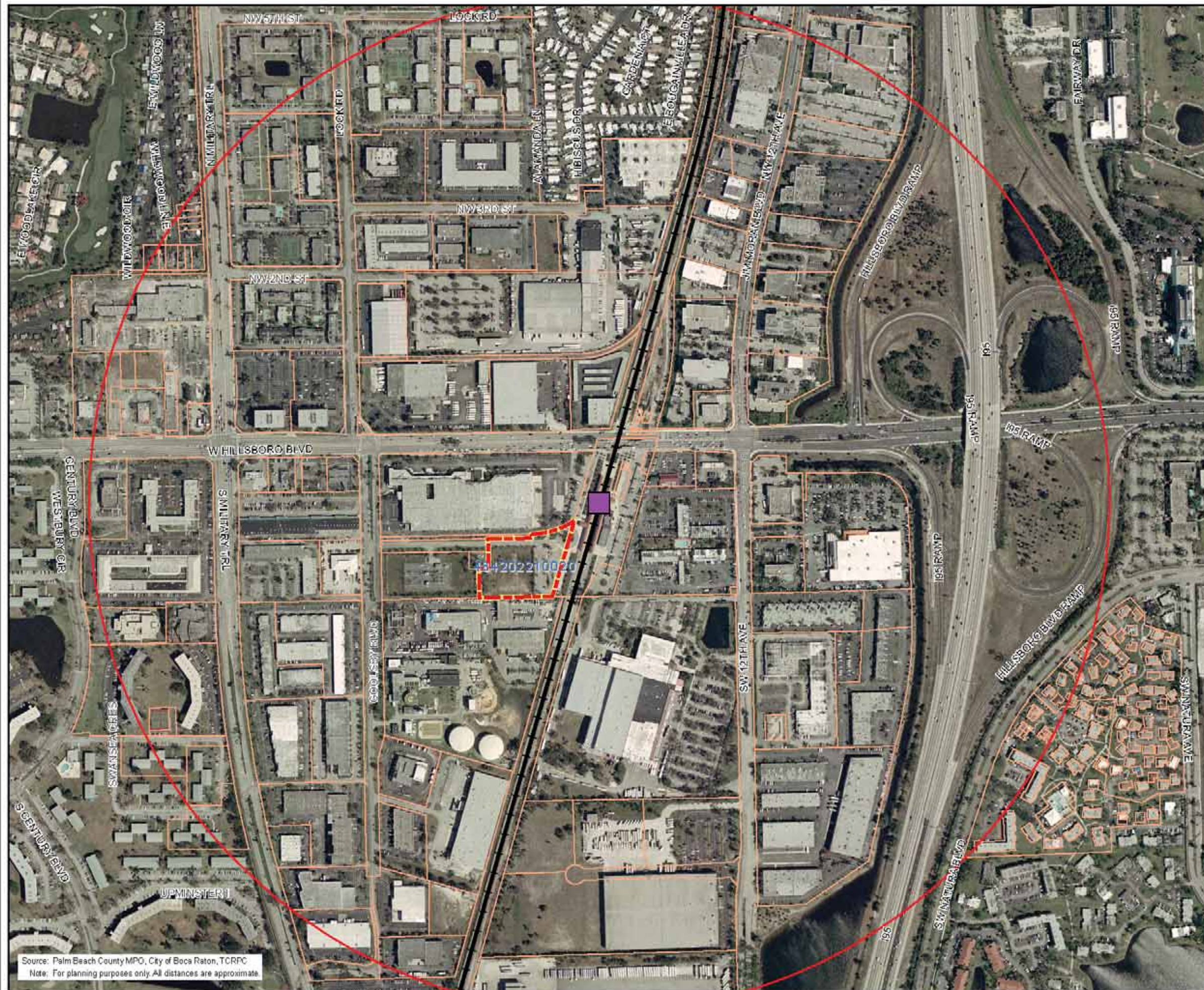
These landscape strips shall be landscaped with trees, sod, ground cover or hedge material....

The sections of the City of Deerfield Beach Land Development Code that are relevant to the development of the site are provided in Appendix B.

Table 2: Deerfield Beach Development Requirements	
Parcel Number	4842-02-21-0020
Future Land Use	I - Industrial
Zoning	BUS – B-3
Maximum FAR	0.8 (Minimum Floor Area = 1,000 sq.ft)
Maximum Height	50 feet
Minimum Plot area	6,000 sq. ft.
Minimum Lot Width	50 ft.
Maximum Lot Coverage	0.8
Front Setback	0.65
Rear Setback	10 ft.
Side Setback	0 ft. (corner = 15')
Parking	1 space/300 s.f. GFA
Additional Requirements	

South Florida Regional Transportation Authority Site Feasibility Study

**Figure 4
Deerfield Beach
Tri-Rail Station**



- Tri-Rail Station
- Rail Line
- Parcels within 1/2 Mile Buffer
- Potential Site



0 250 500 1,000
Feet

Source: Palm Beach County MPO, City of Boca Raton, TCRPC
Note: For planning purposes only. All distances are approximate.

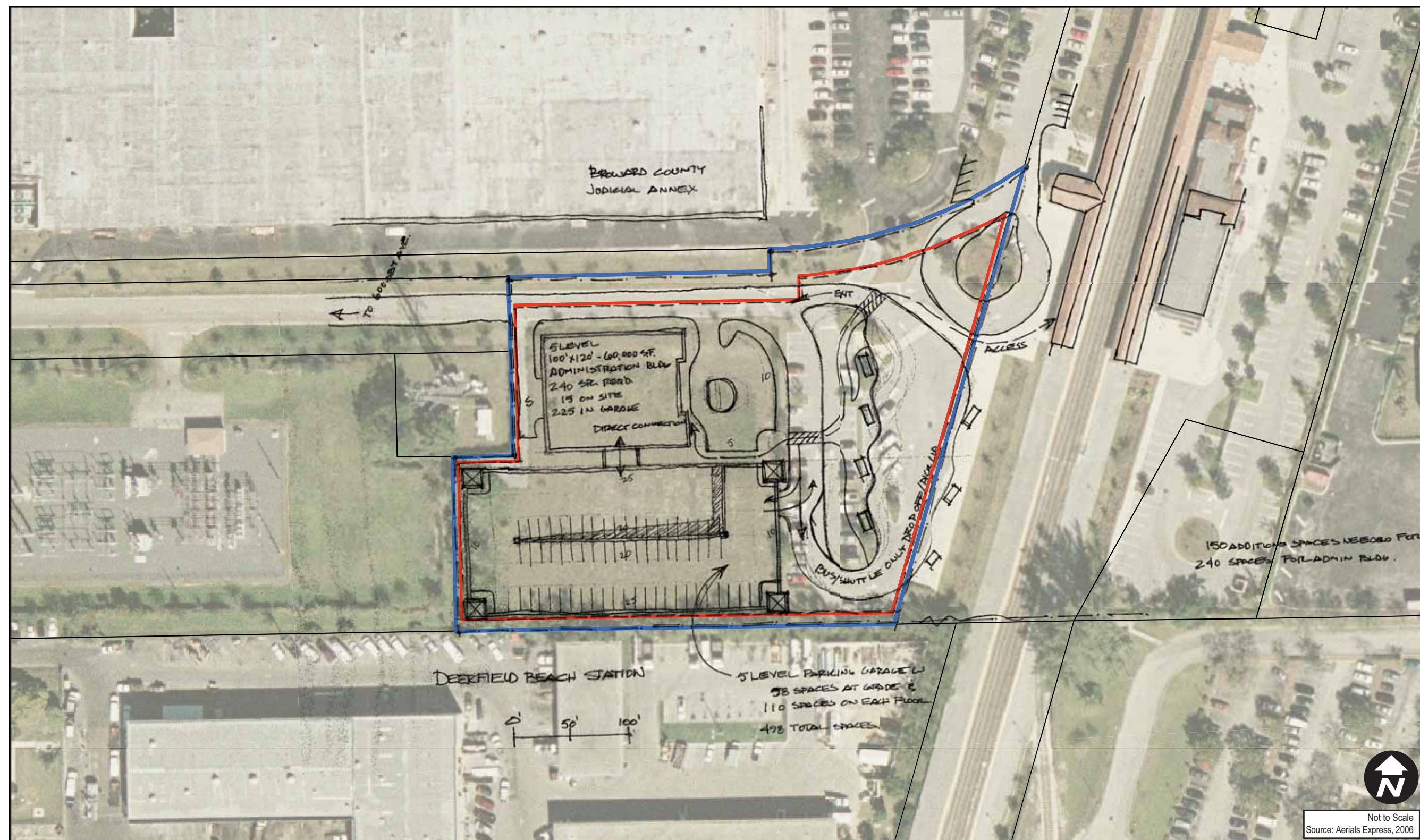


Figure 5 - Deerfield Station - Conceptual Site Plan

Cypress Creek

Scenario 3: Build on Vacant SFRTA property

Site Development Information

The site is approximately 6.8 acres of which 4.8 acres are developable due to wetlands and owl habitat located on site. The property is located approximately 800' south of Cypress Creek Road on the west side of the C.S.X. railroad. The site location is illustrated in Figure 6.

The future land use designation and the zoning designation of the site is Industrial (I). Business or corporate office is neither a permitted use nor a conditional use for the industrial zoning designation. The site will require a rezoning in order to be developed as an administrative office. The proposed administrative facility will require the allocation of flexibility units for an office space use in an industrial land use under the Broward County Flexibility and Reserve system in order to avoid a land use amendment. This can be achieved through the rezoning and

the site plan approval process of the City and certification by the County. The site is located within flex zone 42 of the Broward County system.

Environmental issues on the site include wetlands, protected habitat, and sand pines. Burrowing Owls (abide by chapter 39-27-002 Florida Administrative Code) and wetlands must be built around. The two large sand

pinos on site are a protected species but can be mitigated if needed.

The site is located adjacent to the Cyrose DRI. As a requirement of that DRI development order, a two-lane road is to be built through the NW section of the parcel and is to provide access north to Cypress Creek Road and west to Powerline Road with full signalization. The conceptual site plan is illustrated in Figure 7.



Proposed Administrative Facility

The required 60,000 s.f. administrative offices are to be provided in a five level structure with a 100' by 120' site footprint. The building is to be located at the set back line on the eastern edge of the site just south of the existing station platforms and overpass. A proposed bus drop off/ pick up area is to be located to the north between the proposed offices and the station. The required parking and for the office facility is to be provided in surface lots that avoid the existing wet lands, owl habitat and sand pines.

Land Development Code Requirements

The requirements pertaining to the development of the site are summarized in Table 3. Additional requirements are provided in the following paragraphs.

Under the Broward County Platting requirements, this site will be required to Plat the property to allow the proposed 60,000 s.f. office space use.

Parking and Loading Requirements

One motor vehicle parking space per 250 square feet of non-storage floor area for general business and commercial uses. A

“Type II” off-street loading zone, as required in the Table of Parking and Loading Zone Requirements shall be a minimum twelve (12) feet by forty-five (45) feet. A Type II off-street loading zone shall only be located in a specifically designated loading area which is marked by pavement markings and signage on the site. The location of a Type II loading zone shall be drawn on the parking facility site plan.....



The parking requirement for the proposed 60,000 s.f. administrative facility will be 240 spaces. At the present time, with 556 spaces now existing on site and in an adjacent FDOT lot there is sufficient surface parking to serve the station demands through 2010. Should the proposed facility be developed at this site with 240 new surface spaces, no structured parking spaces would be required to be built to support those offices.

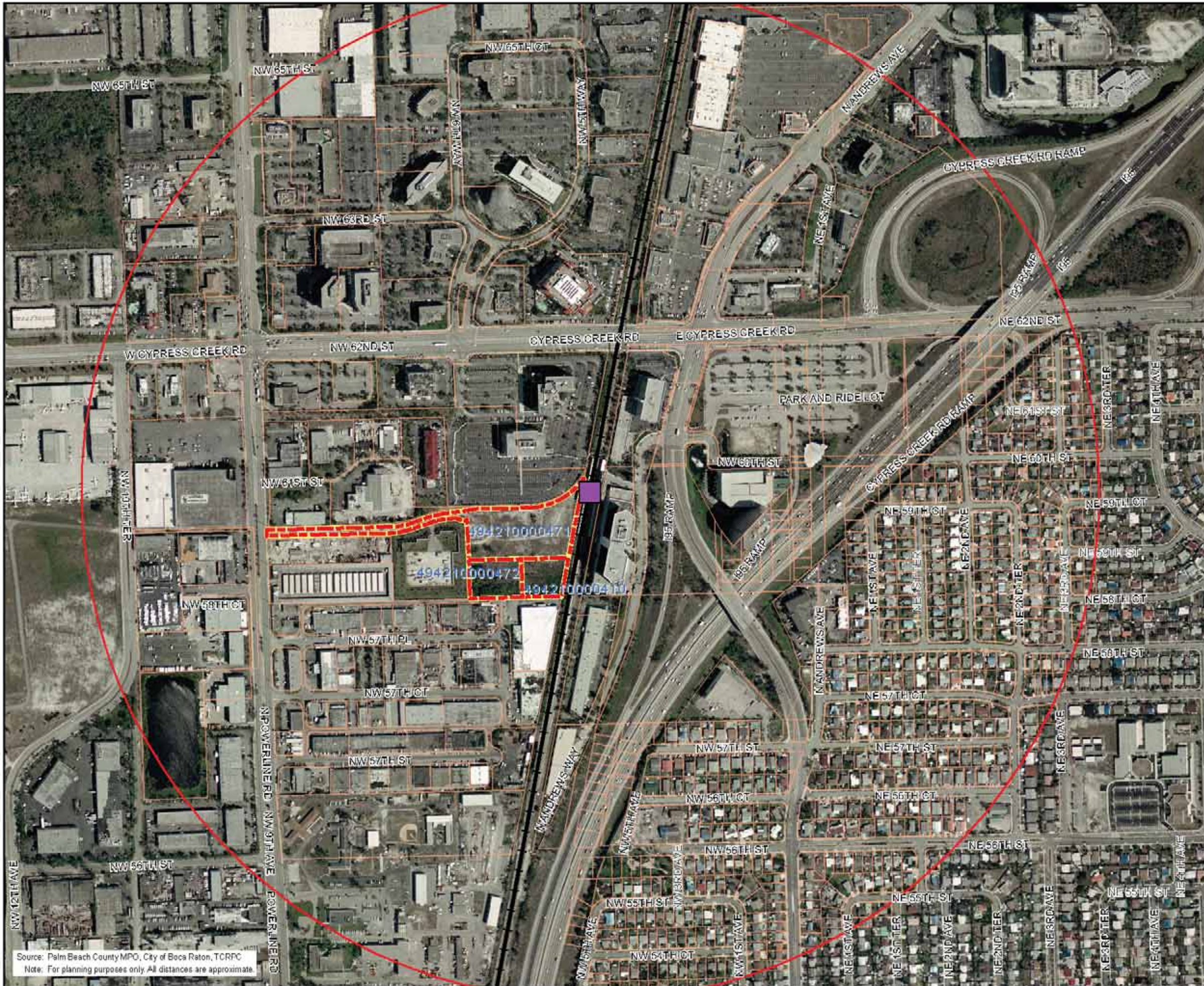
Future parking demands for 2025 indicate that up to 250 spaces will be needed for the station with 240 needed for the proposed offices. The combined demands of the station and the proposed administrative facility will require 490 spaces by 2025 which will require the development of no structured parking spaces. It may be possible to get a parking reduction approved for the site by the City of Fort Lauderdale which will allow less required parking spaces.

Table 3: Cypress Creek Development Requirements	
Station	4942-10-00-0471 4942-10-00-0472 4942-10-00-0410
Future Land Use	Industrial
Zoning	Industrial
Maximum FAR	None
Maximum Height	150 feet
Minimum Plot area	None
Minimum Lot Width	None
Maximum Lot Coverage	-
Front Setback	Contiguous to residential = 30'. Otherwise 5'.
Rear Setback	Contiguous to residential = 30'. Abutting street = 5'. Other = None (except if ht > 100')
Side Setback	Contiguous to residential = 30'. Abutting street = 5'. Other = None (except if ht > 100')
Parking	1 space/200 s.f. GFA (loading zone 12' x 45')
Additional Requirements	

The sections of the City of Fort Lauderdale Code of Ordinance and Unified Land Development Code that are relevant to the development of the site are provided in Appendix C.

[illegible][illegible]

- [illegible]

[illegible]

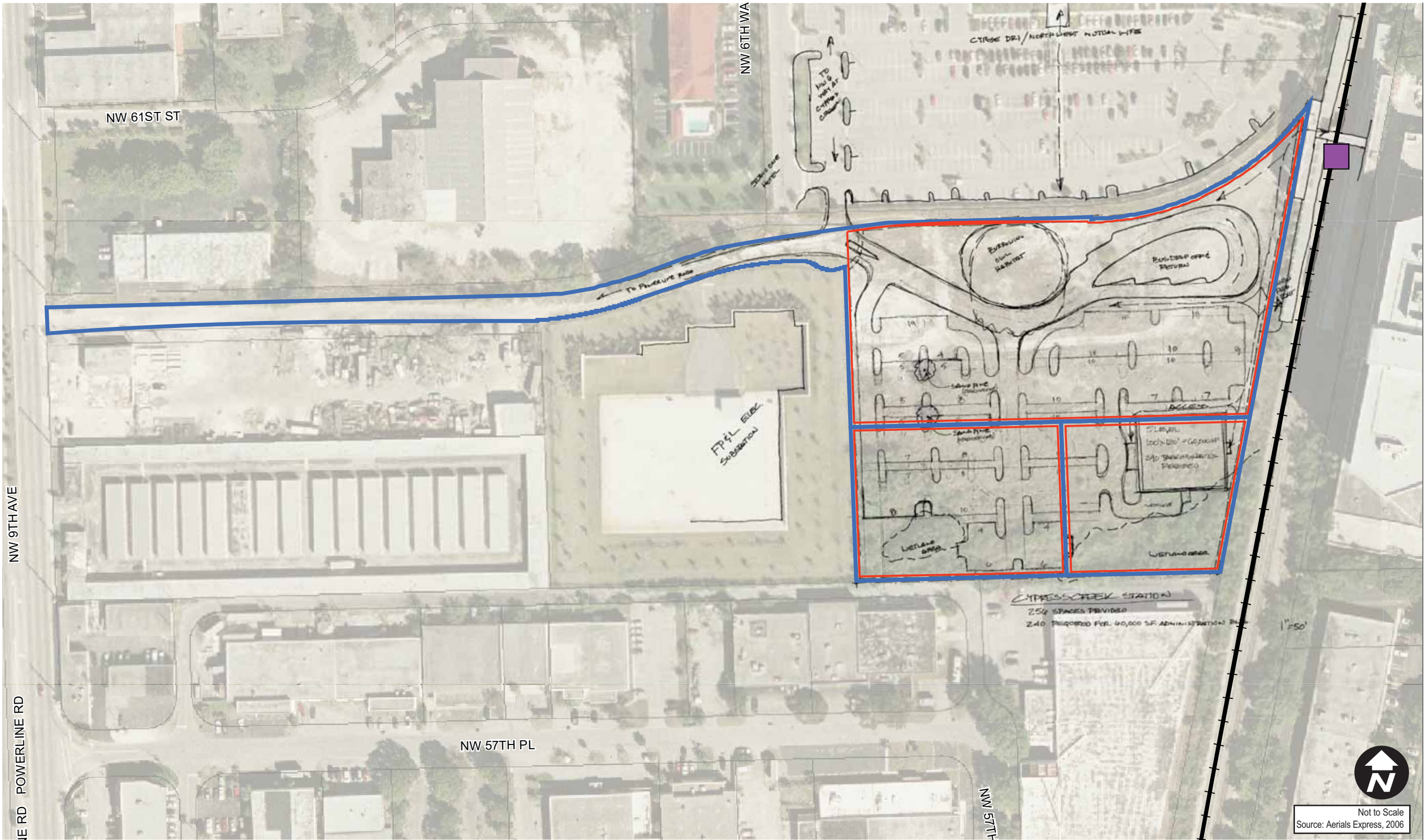


Figure 7 - Cypress Creek Station - Conceptual Site Plan

Pompano Beach

Scenario 4: Build on Vacant SFRTA property on the West Parcel

Site Development Information

The western parcel is approximately 1.4 acres in size. The site is located on the west side of the C.S.X. railroad to the north of NW 33rd Street. The site location is illustrated in Figure 8.



The future land use designation of the western parcel is Commercial and the zoning designation is General Business (B-3). The permitted uses for the B-3 zoning designation allows for business and professional offices (Sec. 155-183). The site will not require any rezoning or land use amendments. The eastern parcel is currently being used for parking by the Tri-Rail patrons and a bus drop off and pick up area would have to be developed at the north end of the eastern parcel to complement this scenario. The conceptual site plan is illustrated in Figure 9.

Proposed Administrative Facility

The required 60,000 s.f. administrative offices are to be provided in a five level structure with a 100' by 120' site footprint. The building is to be located at the extreme southern end of the site with 60 surface parking spaces being provided at the north end. Additional parking would have to be required across the Tri-Rail tracks on the eastern parcel.

A proposed bus drop off/pick up area would also be located to the east. The vehicular access to the facility could be approved by obtaining a cut in the existing median in the North Andrews Avenue extension.

Land Development Code Requirements

The requirements pertaining to the development of the site are summarized in Table 4. Additional requirements are provided in the following paragraphs.

Under the Broward County Platting requirements, a delegation request may be required to amend the note on the Plat to allow the proposed 60,000 s.f. office space use.

Parking Space Size (Section 155.111).

Business, residential and all other non-industrial uses. Each parking space shall be 10 feet by 20 feet. The dimensions shall be taken from the face of any structural column of a structure and shall be clear dimensions....

Parking Requirements in Various Zones (Section 155.113)

Office buildings. Office buildings shall provide one parking space for each 200 square feet, or fraction thereof, of floor area used for office purposes.



The parking requirement for the proposed 60,000 s.f. administrative facility will be 300 spaces. At the present time, with 272 spaces there is sufficient surface parking to serve the station demands through 2010,

but should the proposed administrative facility be developed at this site with 60 new surface spaces, approximately 160 structured parking spaces would be required to be built on the eastern parcel to support those offices.

Future parking demands for 2025 indicate that up to 295 spaces will be needed for the station with 300 needed for the proposed offices. The combined demands of the station and the proposed administrative facility will require 595 spaces by 2025 which will require the development of a total of 263 structured parking spaces. A reduction in the required amount of parking may be possible Through the Planned Commercial Overlay District regulations.

LANDSCAPE REQUIREMENTS BY ZONING DISTRICTS (Section 155.129)

Business Commercial and Industrial Districts - A minimum of 20% of the total gross area of a plot shall be devoted to landscaped pervious area. The pervious area shall contain one tree and five shrubs for every 3,000 square feet of lot area or major portion thereof.

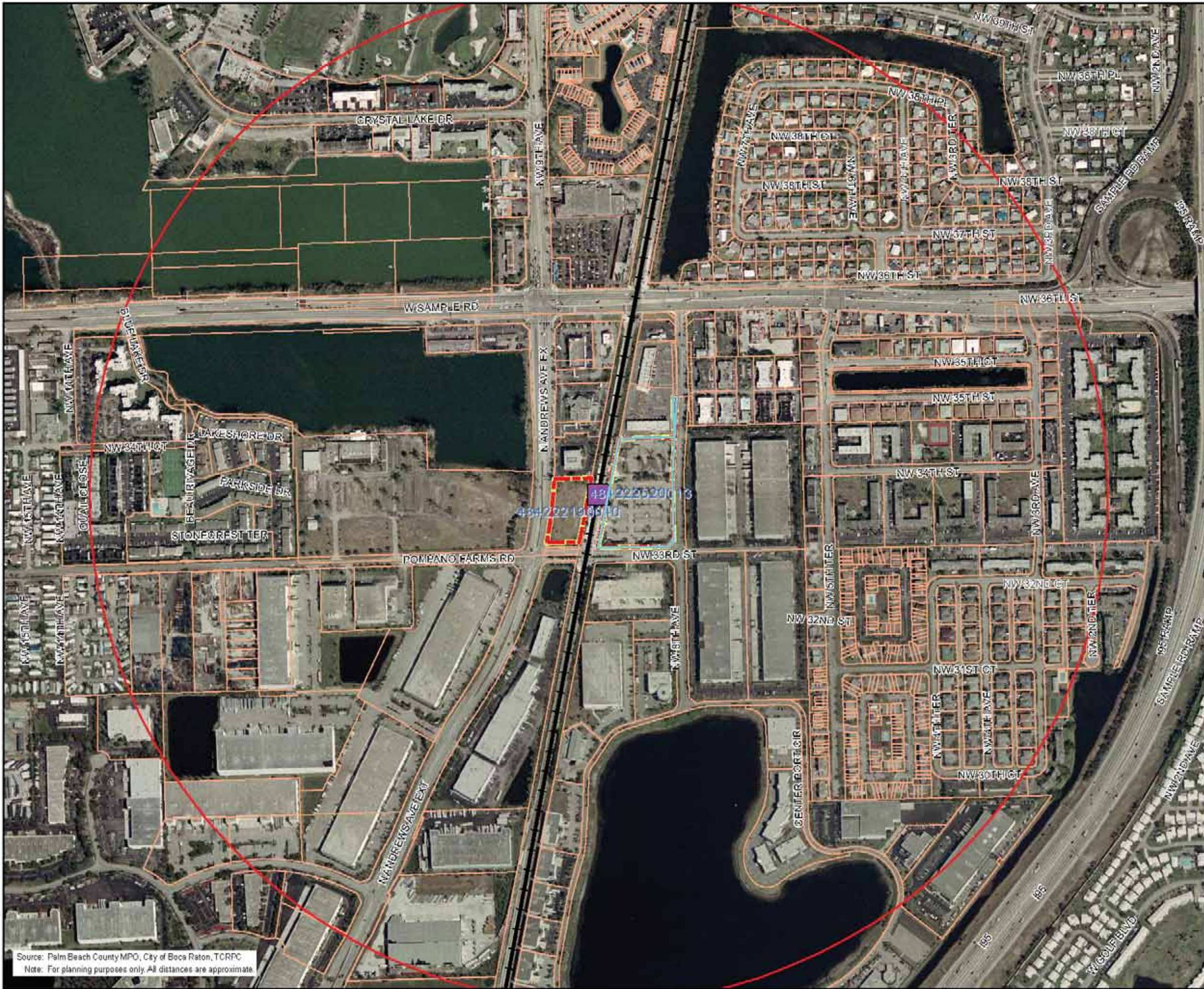
The sections of the City of Pompano Beach Code of Ordinance that are relevant to the development of the site are provided in Appendix D.

Table 4: Pompano Beach Development Requirements	
Parcel Number	4842-2219-0040
Future Land Use	Commercial
Zoning	B-3 - General Business
Maximum FAR	Pervious Area = Min. 20%
Maximum Height	Maximum of 10 stories but not in excess of 105 feet.
Minimum Plot Area	10,000 sq. ft.
Minimum Lot Width	100 ft.
Maximum Lot Coverage	0.6
Front Setback	None, except where §§ 155.140 - 155.143 applies due to a ROW width < than that in Comp. Plan Traffic Circ.Element
Rear Setback	Minimum 30' except as required in subdivision (4) below
Side Setback	None, except as req'd in subdivision (4) or where a district abuts a residential district and the provisions of § 155.130 shall apply
Parking	1 space/200 s.f. GFA
Additional Requirements	High rise setbacks, building height > 50', shall have a side & rear setback in addition to what is specified above, of at least one foot for every four feet of building height, or major fraction thereof, above the first 50 feet of building height.

Source: Palm Beach County MPO, City of Boca Raton, TCRPC
 Note: For planning purposes only. All distances are approximate.

Source: Palm Beach County MPO, City of Boca Raton, TCRPC
 Note: For planning purposes only. All distances are approximate.

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- Source: Palm Beach County MPO, City of Boca Raton, TCRPC
Note: For planning purposes only. All distances are approximate.



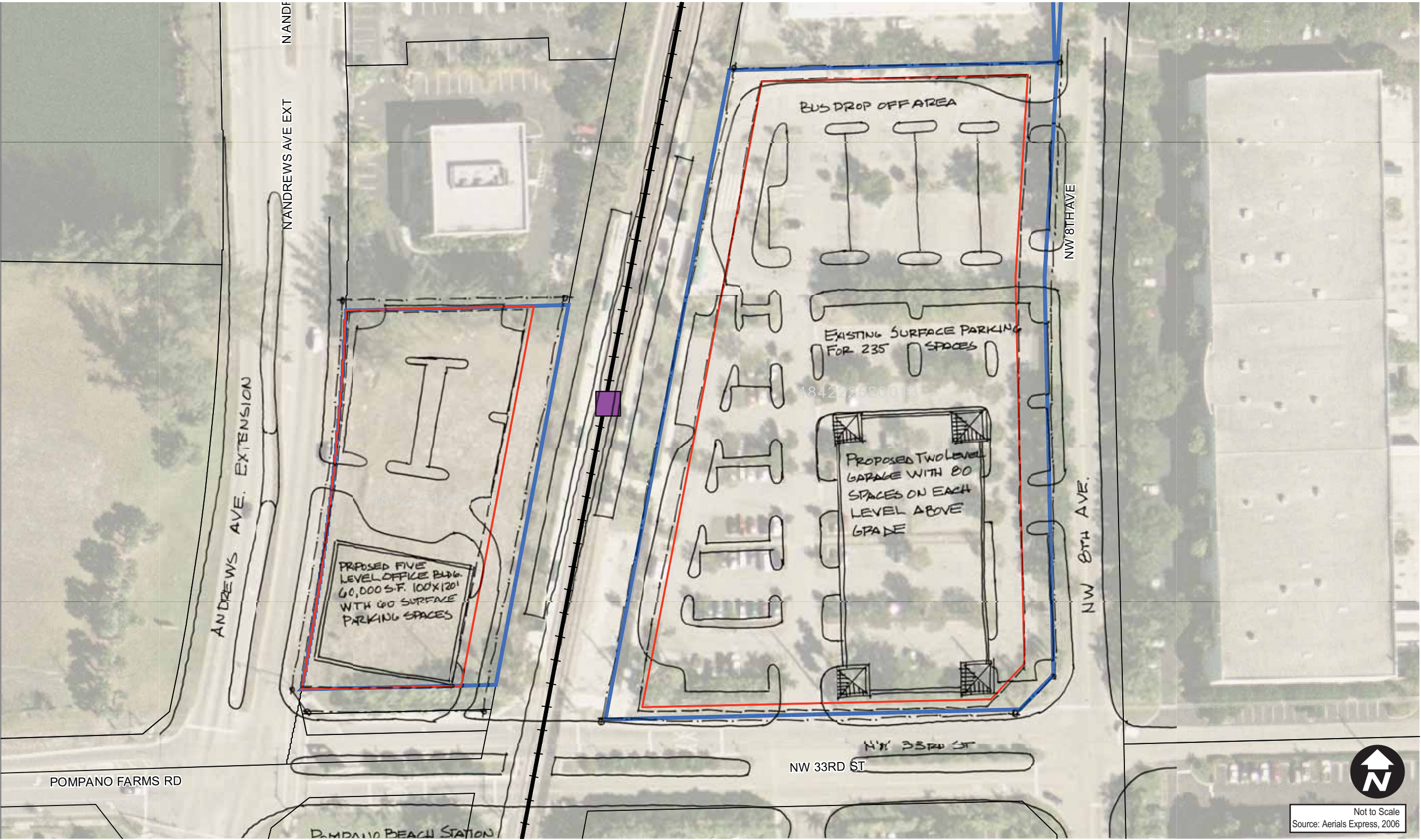


Figure 9 - Pompano Beach West Site - Conceptual Site Plan

Pompano Beach

Scenario 5: Build on Vacant SFRTA property on the East Parcel

Site Development Information

The eastern parcel is approximately 4.4 acres in size. The site is located on the eastern side of the C.S.X. railroad to the north of NW 33rd Street. The site location is illustrated in Figure 9.

The future land use designation of the eastern parcel is Industrial (I) and the zoning designation is Industrial (I-1) with Planned Commercial/Industrial Overlay District (PCD). PCD is a planned industrial overlay zone which allows for increased flexibility in the location and arrangement of buildings, parking areas, and internal areas while providing for more attractive and functional open space and buffer areas, particularly along adjacent thoroughfares. It requires a minimum of 7.5 acres but may be waived if the land use will be in harmony with the adjacent and surrounding properties.



Corporate or business offices are allowed under the I-1/PCI overlay zoning designation. The sites will not require any rezoning or land use amendments. The eastern parcel is currently being used for parking by the Tri-Rail patrons. The conceptual site plan is illustrated in Figure 10.

Land Development Code Requirements

The requirements pertaining to the development of the site are summarized in Table 4. Additional requirements are provided in the following paragraphs.

Under the Broward County Platting requirements, a delegation request may be required to amend the note on the Plat to allow the proposed 60,000 s.f. office space use.

Parking Space Size (Section 155.111).

Business, residential and all other non-industrial uses. Each parking space shall be 10 feet by 20 feet. The dimensions shall be taken from the face of any structural column of a structure and shall be clear dimensions....

Parking Requirements in Various Zones (Section 155.113)

Office buildings. Office buildings shall provide one parking space for each 200 square feet, or fraction thereof, of floor area used for office purposes.

The parking requirement for the proposed 60,000 s.f. administrative facility will be 300 spaces. At the present time, with 272 spaces there is sufficient surface parking to serve the station demands through 2010, but should the proposed administrative facility be developed at this site with 70 new surface spaces, approximately 150 structured parking spaces would be required to be built on the eastern parcel to support those offices.

Future parking demands for 2025 indicate that up to 295 spaces will be needed for the station with 300 needed for the proposed offices. The combined demands of the station and the proposed administrative facility will require 595 spaces by 2025 which will require the development of a total of 263 structured parking spaces. A reduction in the required amount of parking may be possible through the Planned Commercial Overlay District regulations.

LANDSCAPE REQUIREMENTS BY ZONING DISTRICTS (Section 155.129)

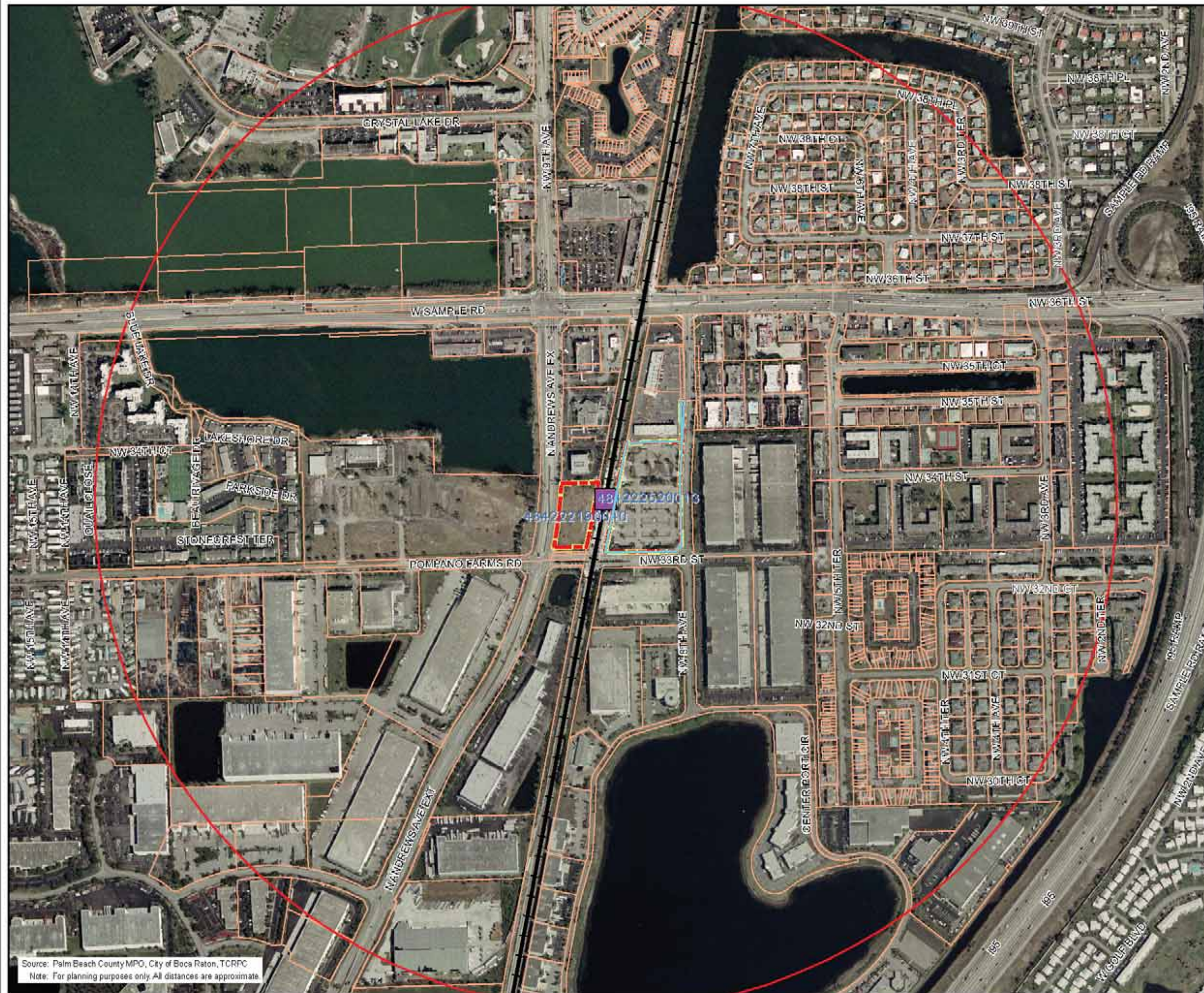
Business Commercial and Industrial Districts - A minimum of 20% of the total gross area of a plot shall be devoted to landscaped pervious area. The pervious area shall contain one tree and five shrubs for every 3,000 square feet of lot area or major portion thereof.

Table 5: Pompano Beach Development Requirements	
Parcel Number	4842-2252-0013
Future Land Use	Industrial
Zoning	I-1/PCI
Maximum FAR	Pervious Area = Min. 20%
Maximum Height	4 stories
Minimum Plot Area	10,000 sq. ft.
Minimum Lot Width	100 ft.
Maximum Lot Coverage	0.65
Front Setback	25 feet
	ROW width < than that in Comp. Plan Traffic Circ.Element
Rear Setback	Minimum 30' except as required in subdivision (4) below
Side Setback	10 feet
	abuts a residential district and the provisions of § 155.130 shall apply
Parking	1 space/200 s.f. GFA
Additional Requirements	High rise setbacks, building height > 50', shall have a side & rear setback in addition to what is specified above, of at least one foot for every four feet of building height, or major fraction thereof, above the first 50 feet of building height.

The sections of the City of Pompano Beach Code of Ordinance that are relevant to the development of the site are provided in Appendix D.

South Florida Regional Transportation Authority Site Feasibility Study

Figure 10
Pompano Beach
Tri-Rail Station



- Tri-Rail Station
- Rail Line
- Parcels within 1/2 Mile Buffer
- Potential Site



0 250 500 1,000
Feet

Source: Palm Beach County MPO, City of Boca Raton, TCRPC
Note: For planning purposes only. All distances are approximate.

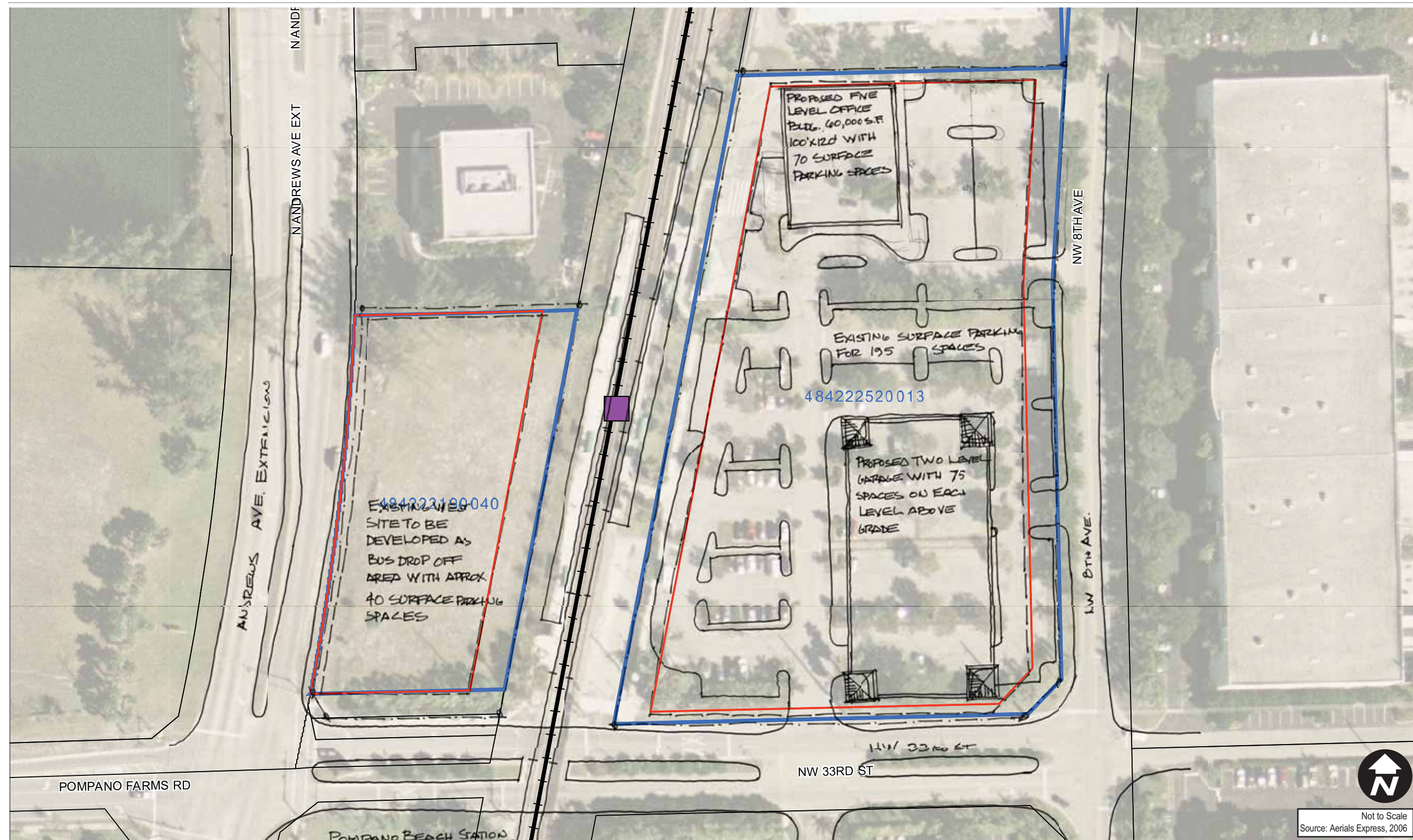


Figure 11 - Pompano Beach East Site - Conceptual Site Plan

Pompano Beach

Scenarios 6 and 7: Purchase or Continue Leasing the Existing Leased Property

These scenarios analyze the purchase, expansion and upgrading of the existing leased administrative facility adjacent to the Pompano Beach station or the continued leasing of the facility with the upgrades and the expansion being provided by the owner. The facility currently houses the 43,400 s.f. administrative office of the SFRTA. The property can be purchased, expanded by 16,600 s.f and upgraded to meet new building standards. The parking area to the rear of the building is owned by the same company.

Site Development Information

The leased parcel is approximately 3.5 acres in size. The site is located on the eastern side of the C.S.X. railroad to the south of NW 33rd Street. The site location is illustrated in Figure 11.

The future land use designation of the leased parcel is Industrial (I) and the zoning designation is Industrial (I-1) with Planned Commercial/Industrial Overlay District (PCD). PCD is a planned industrial overlay zone which allows for increased flexibility in the location and arrangement of buildings, parking areas, and internal areas while providing for more attractive and functional open space and buffer areas, particularly along adjacent thoroughfares. It requires a minimum of 7.5 acres but may be waived if the land use will be in harmony with the adjacent and surrounding properties.

Corporate or business offices are allowed under the I-1/PCI overlay zoning designation. The sites will not require any rezoning or land use amendments. The eastern parcel is currently being used for parking by the Tri-Rail patrons. The conceptual site plan is illustrated in Figure 12.

Land Development Code Requirements

The requirements pertaining to the development of the site are summarized in Table 4. Additional requirements are provided in the following paragraphs.

Under the Broward County Platting requirements, a delegation request may be required to amend the note on the Plat to allow the proposed 60,000 s.f. office space use.

Parking Space Size (Section 155.111).

Business, residential and all other non-industrial uses. Each parking space shall be 10 feet by 20 feet. The dimensions shall be taken from the face of any structural column of a structure and shall be clear dimensions....

Parking Requirements in Various Zones (Section 155.113)

Office buildings. Office buildings shall provide one parking space for each 200 square feet, or fraction thereof, of floor area used for office purposes.

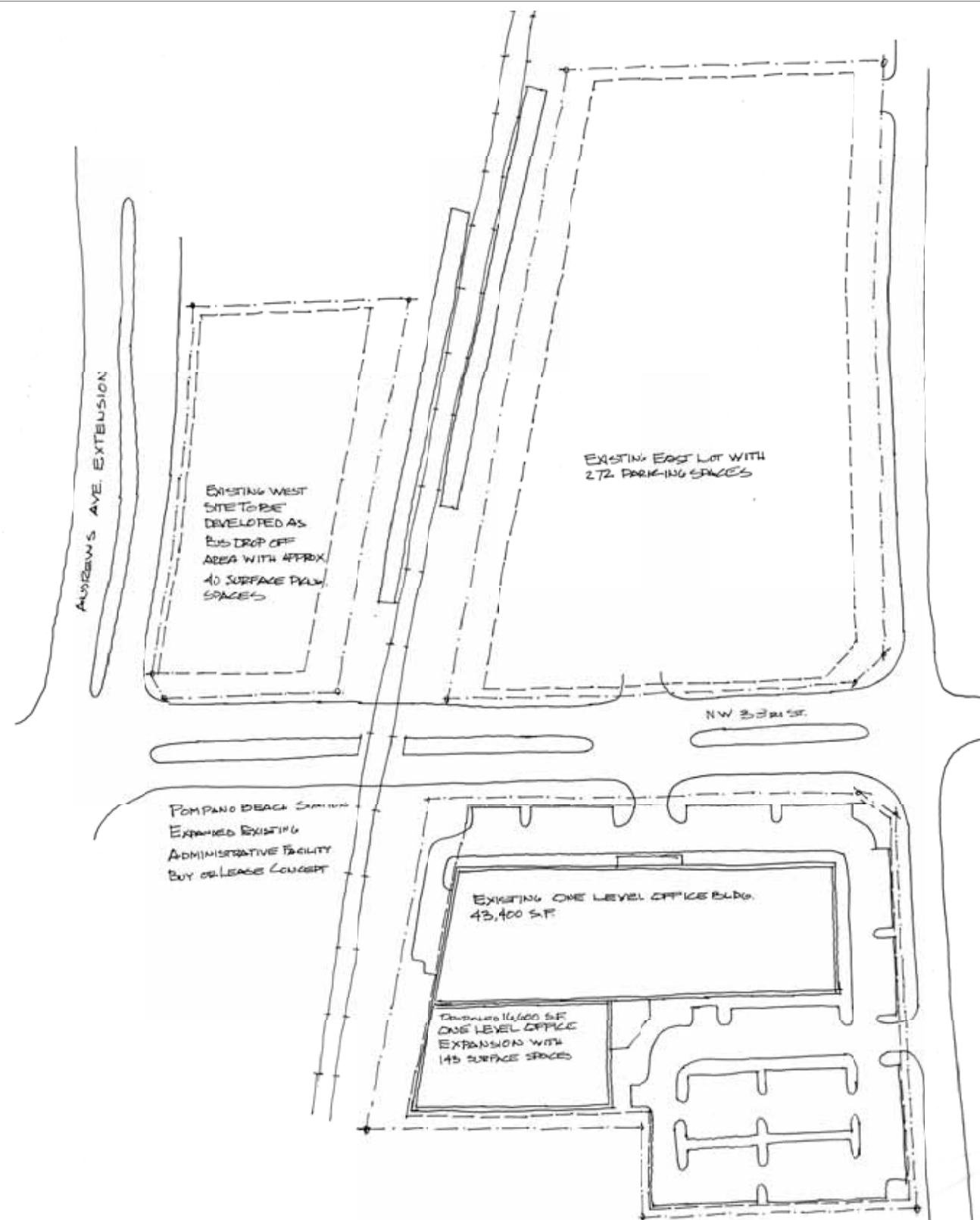
The parking requirement for the proposed 60,000 s.f. administrative facility will be 300 spaces under the Pompano Beach code. The existing facility however was approved as flex space with a lower parking requirement of only 131 spaces for the 43,400 s.f. facility. At the present time, with 272 spaces existing on the Tri-Rail property to the north, and the proposed bus transfer facility providing an additional 40 spaces on the western parcel, there is sufficient surface parking to serve the station demands through 2010, but should the existing administrative facility be expanded and the parking reconfigured to provide 143 spaces on the existing leased site, no structured parking spaces would be required to be built to support those offices.

Future parking demands for 2025 indicate that up to 295 spaces will be needed for the station with 300 needed for the proposed offices. The combined demands of the station and the proposed administrative facility will require 595 spaces by 2025 which will require the development of a total of 136 structured parking spaces at that time. A reduction in the required amount of parking however may be possible through the Planned Commercial Overlay District regulations that could offset the need for this structured parking.

Under the Broward County Platting requirements, a delegation request may be required to amend the note on the Plat to allow the expanded 60,000 s.f. office space use.

Table 6: Pompano Beach Development Requirements	
Parcel Number	4842-2252-0013
Future Land Use	Industrial
Zoning	I-1/PCI
Maximum FAR	Pervious Area = Min. 20%
Maximum Height	4 stories
Minimum Plot Area	10,000 sq. ft.
Minimum Lot Width	100 ft.
Maximum Lot Coverage	0.65
Front Setback	25 feet
	ROW width < than that in Comp. Plan Traffic Circ.Element
Rear Setback	Minimum 30' except as required in subdivision (4) below
Side Setback	10 feet
	abuts a residential district and the provisions of § 155.130 shall apply
Parking	1 space/200 s.f. GFA
Additional Requirements	High rise setbacks, building height > 50', shall have a side & rear setback in addition to what is specified above, of at least one foot for every four feet of building height, or major fraction thereof, above the first 50 feet of building height.

The sections of the City of Pompano Beach Code of Ordinance that are relevant to the development of the site are provided in Appendix D.



Not to Scale
Source: Aerials Express, 2006

Figure 12 - Pompano Beach Expanded Facility - Conceptual Site Plan

History of SFRTA's Administrative Office Space

On April 28, 1998, SFRTA approved the office space lease, located adjacent to the public parking area of the Pompano Beach Tri- Rail Station Site:

800 N.W. 33rd Street, Pompano Beach, Florida
a/k/a, Property Number 200310 Building E
Lessor, Meridian Industrial Trust (Landlord)

The rentable area was 18,500 sq.ft. (Premises)
The stated exclusive parking spaces totaled 57 spaces.
The rentable area was 42.63% of the gross rentable area of the building.
The Center Port building area is 43,400 sq.ft. (Building)
The initial lease term was five (5) years

The Basic Rental Rate (payable monthly) was \$8.50 per sq. ft.

Plus:
Additional Rent for CAM (Common Area Maintenance, Taxes & Insurance) stated at \$2.15/sq.ft.; and, Utilities at \$2.00 per sq.ft.

The Total Gross Rent (Basic Rent plus Additional Rent) is calculated at \$12.65 per sq.ft.

Extension Agreement

On January 23, 2004, an Extension Agreement was entered into, commencing, February 1, 2004.
The Landlord is Prologis, a Maryland REIT.
The building was re-identified as Center Port Building # 400.

The lease term was extended for three (3) years, terminating on January 31, 2007.
The Basic Rental Rate was \$ 9.89 sq. ft.
Note: Additional Rent was not stated.

ADDENDUM 1 GRANTING TWO (2) LEASE RENEWALS

The Base Rent for the lease extensions is to increase by three (3%) percent per annum,
or
The prevailing market rate for comparable space in the Project and comparable space in the vicinity of the Project.

FIRST AMENDMENT TO LEASE

On November 18, 2005, SFRTA entered into an 'Expansion Premises Commencement' effective as of November 1, 2005.
The Rentable square feet (Entire Premises) reflects 43,399 sq. ft.
The Base Rent was revised to reflect an agreed amount (calculated to the following rental rates on a per square foot basis):

Dates	Base Rent per sq. ft.
Nov 1, 2005 – April 30, 2006	\$4.22/sq.ft. (6/mos.)
May 1, 2006 – April 30, 2007	\$10.00/sq.ft
May 1, 2007 – April 30, 2008	\$10.50/sq.ft
May 1, 2008 – April 30, 2009	\$11.00/sq.ft.

Note: Additional Rent (Operating Expenses) was not stated.

ADDENDUM 2 EXTENSION TERMS

Addendum 2, dated November 18, 2005, attached to the Lease Agreement, stipulates the Base Rent for the two (2) Extension Terms:

Dates	Base Rent per sq. ft.
First Extension Term	\$11.50/sq.ft.
Second Extension Term	\$12.00/sq.ft

Plus, reimbursement of Operating Expenses and other items.

EXHIBIT G

Exhibits G identifies 33 overflow parking spaces.

CONCLUSION

Integra-South Florida's read of the lease agreement(s) indicates that SFRTA's remaining lease term can be extended through to April 30, 2011, if all extensions are exercised.

The Effective Base Rate is imputed to be \$11.00 per sq. ft. of rentable area (Avg. rate over the five [5] year term), and the average annual increase is imputed to be 5% per year, average annually.

The current lease rate is deemed reasonable and within market norms. Asking lease rates for Office Service Space and Technology Space currently range from \$9.00 to \$11.00 per sq.ft. (depending upon the landlord's contribution toward tenant improvements and finish, lease term, and other terms and conditions of a lease).

Note:
Integra-South Florida would like to receive SFRTA's annual operating expense breakdown, invoiced by the Landlord, in order to ascertain if certain pass-through operating expenses could be different under the Ownership scenario.

OWNERSHIP VS LEASING COMMENTARY

The issue of Ownership vs Leasing can be complex.

Issues that must be addressed include that Long-term requirements, may appear, that ownership of the facility by a governmental entity is more affective than leasing, subject to certain basic positions that should be addressed:

Service Needs and Objectives

Property Tax Exemptions, are granted to governmental entities that own, and may not be granted, if a government agency is a tenant

Exposure to an increase of the Rental Base Rates over time

Potential loss of control of the property that is under a leasehold

Higher operation costs of the governmental entity flowing from a short term leasing agreement for long term objectives

Being able to tailor the space to the needs on a long term basis

Capital requirements — can funds be made available and budgeted for a Major Capital Development Program

Unforeseen Development Costs i.e. Cost Overruns and unintended consequences

Development Risks

Burden of Self Management of an owned facility vs leased facility, where the burden of management is born by the Landlord

Controls over Cash Flows Cost of Capital (differences between owned facilities vs leased facilities)

Projected differences in Use Costs, over a long-term period

Obsolescence (future refurbishments and expenditures)

Space flexibility — future use of space and utilizations (differences between owned facilities vs leased facilities)

Potential loss on disposition (if designed as a Limited Use Property)

Purchasing Power (current vs future cost of capital)

Other Unintended Consequences i.e. cost of moving, employee moral

BASIC FINANCIAL COMPARISON MODEL

Integra-South Florida developed three (3) benchmark scenarios relating to the Financial Feasibility of Ownership vs Leasing comparisons as follows:

Scenario A

Develop and own (new construction) Assumptions:

– Institutional Design (Class 'B' Facility)

Direct (Hard) Costs

– Shells, (up to six stories) say \$125/sq.ft.

– Interior Finish (basic open space plan) say \$ 25/sq.ft.

Indirect (Soft) Costs (based on Direct Costs)

– Professional Service Provider's Fees (Architectural / Engineering / Legal, etc., (12.5%) or \$ 18.75/sq.ft. (rd)

– Contractors, G & A Fee and Profit Margin (15%) \$ 18.75/sq.ft. (rd)

– Permits / Miscellaneous / Contingencies, (based on total of above) (2.5%) or \$5.00/sq.ft.

Total Development Cost, assumption \$ 192.50/sq.ft. (excluding land) (60,000 sq.ft. x \$192.50) = \$ 11,550,000

Scenario B

Purchase existing facility (if available)

– 43,399 sq.ft. Plus develop addition (16,601sq.ft.), totaling 60,000 sq.ft.

Target Price \$ 6,500,000.

– [8% CAP Rate on Second Extension Term Rate] .08 = \$ 150/sq.ft. x 43,399sq.ft. = \$6,500,000 (rd)

Cost of Building Additional 16,601 sq.ft.

– (\$192.50 x 1.15% = \$ 221.38) rd to \$225/sq.ft. x 16,601/sq.ft. = \$ 3,675,000 (rd)

Total to purchase existing facility, plus build addition, \$10,175,000

Scenario C

A new long term lease with the Landlord, who would expend the funds for the expanded facility, totaling 60,000sq.ft.

Average Base Rental Rate, say over a 20 year lease term, \$17.00/sq.ft. or \$1,020,000/yr.avg.

Base Rate would commence on May 1, 2011, (at say) \$12.50/sq.ft. and increasing \$0.50 per year (Annual Base Rent commencing in year one (1) of the new lease would be \$750,000)

Total Base Rent to be paid over a 20-year lease term, \$ 20,040,000

Present Worth of the total Base Rent, at say 6% discount rate, equates to a Present worth of \$11,218,783, rounded to say, \$11,200,000.

CONCLUSION

All three Scenarios tend to fall within a relatively close range.

Scenario A: Suggests an \$11,550,000 up front expenditure to Relocate and Build

Scenario B: Suggests a \$10,175,000 up front expenditure to Purchase and Build the additional 16,001± sq. ft.

Scenario C: Suggests a Nominal up-front expenditure and a Present Worth of Future Base Rent payments (based on a 6% interest rate) at \$11,200,000

The foregoing further assumes that:

- Under the existing lease condition, the Landlord is responsible for Roof Repairs, Structural, and Replacements.
- Under an Ownership Scenario, a 'Reserve for such Repairs and Replacements' would need to be factored.
- Comparable 'Surface' Parking will be incorporated in an alternate site as compared to the existing facility.
- If Surface Parking is not plausible, a Structured Parking Garage, say up to four (4) Levels, may cost, \$ 20,000 to \$ 25,000 per space. The costs associated with relocating and moving were not factored in the comparison.
- The current (on site) parking totaling 131 spaces, equates to 1: 331 space
- Utilizing a similar ratio, a new facility would have 181 spaces
- Traditional Office complexes range from 1: 300 to 1: 350
- Increasing the number of spaces on site

If structured parking is to be factored in all Scenarios, the added cost per Rentable Square Foot, (say cost at \$22,000/space) would increase as follows:

Scenario A, Boca Raton - \$13,882,000; Deerfield Beach -

\$14,850,000; Pompano Beach (owned west site) - \$15,070,000; Pompano Beach (owned east site) - \$14,850,000; Pompano Beach (buy and expand existing) - \$11,550,000; Pompano Beach (lease expanded facility) - \$11,200,000 (present worth of lease payments); Cypress Creek - \$11,550,000.

Scenario B, Fifty (50) surface parking spaces would be added for the 16,001± sq. ft. addition to be built. No structured on site parking would be required if variance was granted for the addition.

Scenario C, The additional required parking spaces would be similar to Scenario B.

The benefits of owning vs leasing depend upon:

- the availability of capital to develop
- the desire to have control of the use by ownership
- the understanding of the risk of development
- the ability to assume the burden of management

To Own or to Lease a facility continues to be a debate in the private and public sectors.

Therefore, Integra - South Florida recommends that the RTA further quantifies its long term objectives and goals which are deemed necessary in order to finalize a concluded opinion that best serves the RTA's option.

Summary

The four station sites – Boca Raton, Deerfield Beach, Pompano Beach and Cypress Creek were studied for their development potential of an administrative office building of 60,000 square feet. Two separate scenarios were developed for the Pompano Beach Station site, one with offices proposed on the west parcel site and one with offices proposed on the east parcel site. Additionally two other scenarios expanding the existing leased Pompano Beach office building were developed, one by purchasing and upgrading the building and one by renewing the lease and having the owner arrange the expansion and management of the facility. Several criteria were analyzed for each of the seven scenarios. The criteria related to entitlements and physical site requirements are presented in Table 7.

Significant unique advantages and limitations of each site include the following:

Boca Raton – The agreements and subsequent amendments between the former owners of the site and the Tri-County Commuter Rail Authority appears to be limited to the development of no more than 50,000 s.f. of office space. This may require additional action to increase the entitlement to 60,000 s.f. and the amendment and/or renewal of the approvals by the City of Boca Raton to include this increase.

A parking structure will be required to provide 106 spaces for the proposed facility. Additional structured parking for 231 spaces will be need for station parking demands by 2025.

Deerfield Beach – While the entitlement process may be clear with only the need to amend the note on the plat to allow the proposed office use, the site has severe site limitations including those of height, future expansion possibilities and overall parking demand for this busy station and the proposed administrative facility.

A parking structure will be required to provide 150 spaces for the proposed facility. Additional structured parking for 335 spaces will be need for station parking demands by 2025.

The site will require an allocation of flexibility units through site plan approval and certification by Broward County.

Pompano Beach West Site – A parking structure will be required to provide 160 spaces for the proposed facility. Additional structured parking for 263 spaces will be need for station parking demands by 2025.

This option will need to amend the note on the plat to allow the proposed office use.

Pompano Beach East Site – A parking structure will be required to provide 150 spaces for the proposed facility. Additional structured parking for 263 spaces will be need for station parking demands by 2025.

This option will need to amend the note on the plat to allow the proposed office use.

Pompano Beach Purchased, Expanded and Upgraded Site – The purchase and expansion of the existing administrative headquarters will allow for the development of the sustainable or hardened facility that is required with minimum disruption of staff and existing operations.

No parking structure will be required to accommodate the proposed facility once additional surface parking has been provided on a portion of the western parcel of the existing station. Additional structured parking for 136 spaces will be need for station parking demands by 2025, unless a parking reduction can be approved by the City of Pompano Beach.

This option will need to amend the note on the plat to allow the proposed office use.

Pompano Beach Leased, Expanded and Upgraded Site – The leasing of the existing administrative offices with upgrades and expansion by the owners will allow for the development of the sustainable or hardened facility that is required with minimum disruption of staff and existing operations.

No parking structure will be required to accommodate the proposed facility once additional surface parking has been provided on a portion of the western parcel of the existing station. Additional structured parking for 136 spaces will be need for station parking demands by 2025, unless a parking reduction can be approved by the City of Pompano Beach.

This option will need to amend the note on the plat to allow the proposed office use.

Cypress Creek – While the site has the advantage of size and existing parking capacity, the property has never been platted under the Broward County rules. The proposed administrative offices would require platting, a lengthy and expensive process that will slow the entitlement process.

The site will require a rezoning, an allocation of flexibility units and certification by Broward County.

The site has several environmental constraints that limit or prohibit the development of portions of the site.

No parking structure will be required to accommodate the station and the proposed facility as there is adequate land to provide surface parking.

The development of access to both Cypress Creek and Powerline Roads is dependant upon the owners of the adjacent property to the north under the conditions of the DRI development order. Significant additional costs to the proposed administrative facility may be incurred if the access is not developed as required.

DEVELOPMENT ISSUES RELATED TO THE STUDY SITES

	Boca Raton Owned Site		Deerfield Beach Owned Site		Pompano Beach Owned West Site		Pompano Beach Owned East Site		Pompano Beach Buy & Expand Existing		Pompano Beach Lease Expanded Existing		Cypress Creek Owned Site	
Future Land Use Issues	None	H	Flex Required	M	None	H	Flex Required	M	Flex Required	M	Flex Required	M	Flex Required	M
Rezoning Required	No	H	No	H	No	H	No	H	No	H	No	H	Yes	L
Plat Issues	None	H	Note Required	M	Note Required	M	Note Required	M	None	H	None	H	Platting Required	L
Overall Time Frame for Development		H		H		H		H		H		H		L
Accessibility		H		L		M		M		M		M		L
Proximity to Planned FEC Tri-Rail Transfer		L		M		H		H		H		H		M
Environmental Issues		H		H		H		H		H		H		M
Height and FAA Requirements/Limitations	85',>50'-1'stbk:2'ht	M	50'	L	105'	H	45'	M	45'	H	45'	H	108+/- FAA	H
Future Expansion Capabilities		M		L		M		M		M		M		H
Parking Requirements		L		L		L		H		H		H		H
Total Required 2010 - On Surface/In Structure	341 - 235/106 (1)		420 - 270 /150 (2)		455 - 295/160 (3)		455 - 305/150 (4)		455 - 455/0 (5)		455 - 455/0 (5)		375 -796/0 (6)	
Overall Rating		24		19		25		25		27		27		19

Note: High = 3, Medium = 2, Low = 1

Allocated Spaces in a Structured Parking Facility	106 spaces	150 spaces	160 spaces	150 spaces	0	0	N/A
Added Cost of Structured Parking Spaces at \$22,000/space	\$2,332,000	\$3,300,000	\$3,520,000	\$3,300,000			
Total Development Cost of New Facility (up to 6 stories)	\$11,550,000	\$11,550,000	\$11,550,000	\$11,550,000	\$10,175,000 (a)	\$11,200,000 (b)	\$11,550,000
Per Square Foot	(\$192.50)	(\$192.50)	(\$192.50)	(\$192.50)	(\$169.58)	(\$186.67)	(\$192.50)
Total Development Cost Estimate (including Structured Parking Spaces)	\$13,882,000	\$14,850,000	\$15,070,000	\$14,850,000	\$10,175,000	\$11,200,000	\$11,550,000
Per Square Foot	(\$231.37)	(\$247.50)	(\$251.17)	(\$247.50)	(\$169.58)	(\$186.67)	(\$192.50)

.. .

(1) For the Boca Raton Station site this assumes 163 existing spaces with 72 new surface spaces (235 total) and a 2010 station demand of 135, plus a new office demand of 206 for a total demand of 341 spaces. This scenario requires 106 structured spaces to be provided for the proposed administrative facility over the existing surface parking on site.

(2) For the Deerfield Beach Station site this assumes 255 existing spaces with 15 new surface spaces (270 total) and a 2010 station demand of 220, plus a new office demand of 200 for a total demand of 420 spaces. This scenario requires 150 structured spaces to be provided for the proposed administrative facility on the vacant site adjacent to the proposed offices.

(3) For the Pompano Beach Station west parcel site this assumes 235 existing spaces on the east parcel with the bus drop off facility in place at the north end and with 60 new surface spaces on the west parcel site (295 total) and a 2010 station demand of 155, plus a new office demand of 300 for a total demand of 455 spaces. This scenario requires 160 structured spaces to be provided for the proposed administrative facility to be developed over existing parking on the east parcel.

(4) For the Pompano Beach Station east parcel site this assumes 195 existing spaces on the east parcel with the bus drop off facility in place with 40 new surface spaces on the west parcel site and with 70 new surface spaces adjacent to the new east parcel offices (305 total) and a 2010 station demand of 155, plus a new office demand of 300 for a total demand of 455 spaces. This scenario requires 150 structured spaces to be provided for the proposed administrative facility to be developed over existing parking on the east parcel.

(5) For the Pompano Beach Station expanded administrative facility (leased or bought) this assumes 272 existing spaces on the east parcel with the bus drop off facility in place with 40 new surface spaces on the west parcel site and with143 surface spaces on the expanded offices site (445 total) and a 2010 station demand of 155, plus the expanded office demand of 300 for a total demand of 455 spaces. This scenario requires no structured spaces to be provided for the proposed expanded administrative facility.

(6) For the Cypress Creek Station site this assumes 556 existing spaces with 240 new surface spaces (796 total) and a 2010 station demand of 135, plus a new office demand of 240 for a total demand of 375 spaces. This scenario requires no structured spaces to be provided for the proposed administrative facility.

DEVELOPMENT REQUIREMENTS RELATED TO THE STUDY SITES

Station	FLU	Zoning	Max. FAR	Max. Height	Min. Plot area	Min. Lot Width	Max. Lot Coverage	Front Setback	Rear Setback	Side Setback	Parking Requirements	Existing Parking	2010/2025 Station Parking Demand	Required Office Parking	Additional
Boca Raton															
06-42-47-12-07-001-0000	IL - Light Industrial	LIRP -Light Industrial Research Park	0.6	85 feet (> 50', setbacks increased by 1' for each additional 2')	> 2.5 acres	Average width of not less than 250 feet.	No more than 40%	Facing public street = 100'. Yards abutting railroad = 50'.	Yards adjacent to interior or rear property lines= 35'	Yards adjacent to interior or rear property lines= 35'	1 space/200 s.f. up to 4,000 GFA & 1 space/300 s.f. after 4,000 GFA. 5% of MV spaces for bicycles.	163	135/260	206	Yards adjacent to railroads. Requirements for yards adjacent to interior or rear property lines shall not be applicable to buildings or facilities erected adjacent to a railroad siding. Where a railroad main line or siding abuts a roadway, the roadway shall be buffered by a 10-foot-deep landscaped yard.
Cypress Creek															
4942-10-00-0471	Industrial	Industrial	None	Maximum height (ft.) 150	None	None	-	Contiguous to residential = 30'. Otherwise 5'.	Contiguous to residential = 30'. Abutting street = 5'. Other = None (except if ht > 100')	Contiguous to residential = 30'. Abutting street = 5'. Other = None (except if ht > 100')	1 space/250 s.f. GFA (loading zone 12' x 45')	556	135/250	240	
4942-10-00-0472															
4942-10-00-0410															
Deerfield Beach															
4842-02-21-0020	I - Industrial	BUS – B-3	0.8 (Minimum Floor Area = 1,000 sq.ft)	50 ft.	6,000 sq. ft.	50 ft.	65%	25 ft.	10 ft.	0 ft. (corner = 15')	1 space/300 s.f. GFA	255	220/405	200	
Pompano Beach															
West Site 4842-2219-0040	Commercial	B-3 - General Business	Pervious Area = Min. 20%	Maximum of 10 stories but not in excess of 105 feet.	10,000 sq. ft.	100 ft.	60%	None, except where §§ 155.140 - 155.143 applies due to a ROW width < than that in Comp. Plan Traffic Circ.Element	Minimum 30' except as required in subdivision (4) below	None, except as req'd in subdivision (4) or where a district abuts a residential district and the provisions of § 155.130 shall apply	1 space/200 s.f. GFA	272 + 131 on Leased Site	155/295	300	High rise setbacks, building height > 50', shall have a side & rear setback in addition to what is specified above, of at least one foot for every four feet of building height, or major fraction thereof, above the first 50 feet of building height.
East Site 4842-2252-0013	Industrial	I-1/PCI	Pervious Area = Min. 20%	Max. 4 stories, but in no case more than 45'. Elevator towers, water tanks and similar accessory structures = height equal to the shortest distance from a property line. Communication towers or antennae may not exceed 130'.	10,000 sq. ft.	100 ft.	65%	Minimum 25 feet	Minimum of 30 feet except eight feet to center line of a railroad siding	Minimum of 10'.					Buffer, see § 155.130 for additional residential buffer requirements
Existing Administrative Site	Industrial	I-1/PCI	Pervious Area = Min. 20%	Max. 4 stories, but in no case more than 45'. Elevator towers, water tanks and similar accessory structures = height equal to the shortest distance from a property line. Communication towers or antennae may not exceed 130'.	10,000 sq. ft.	100 ft.	65%	Minimum 25 feet	Minimum of 30 feet except eight feet to center line of a railroad siding	Minimum of 10'.					Buffer, see § 155.130 for additional residential buffer requirements

Appendix A

Boca Station Site

Parcel Control Number:
06-42-47-12-07-001-0000

Future Land Use:
IL – Light Industrial

Zoning:
LIRP - Light Industrial Research Park

Designated Land Use Maximum Intensity:
IL .60 Floor Area Ratio

Required Off-street Parking (Sec. 28-1655 (n))
1 motor vehicle parking space for each 200 square feet up to 4,000 square feet of gross floor area and 1 motor vehicle parking space for each 300 square feet in excess of 4,000 square feet. Bicycle parking spaces: 5 percent of required number of motor vehicle parking spaces; at least 80 percent should be long term and at least 5 percent short term.

DIVISION 2. LIRP LIGHT INDUSTRIAL AND RESEARCH PARK DISTRICT*

*Cross references:
Sign regulations, § 24-96; corporate flags permitted in certain zoning districts, § 24-127; district boundary line plots, § 28-304; building intensity regulations, § 28-307.

Sec. 28-976. Scope.
The regulations in this division shall apply in all light industrial and research park (LIRP) districts.
(Code 1966, § 25-77.1; Ord. No. 4162, § 2, 7-12-94)

Sec. 28-977. Permitted uses.
No building, structure, or part thereof shall be erected, altered or used, nor shall the premises be used in whole or in part in LIRP districts for other than 1 or more of the following specified uses: research uses or light industrial uses, or office uses which are related to LIRP activities, and activities incidental and accessory thereto.

- (a) Research uses shall include theoretical and applied research in all the sciences, product development and testing, engineering development and marketing development.
- (b) Light industrial uses shall include manufacture, fabricating, processing, converting, altering and assembling, and testing of products, provided that no such uses shall:
 - 1. Cause or result in dissemination of dust, smoke, gas or fumes, odor, noise, vibration or excessive light beyond the boundaries of the lot on which the use is conducted; menace by reason of fire, explosion, radiation or other physical hazards; harmful discharge of waste materials; or unusual traffic hazards or congestion due to type or amount of vehicles required by or attached to the use. The performance standards for this paragraph shall be those set forth in section 28-1328.
 - 2. Be dangerous to the comfort, peace, enjoyment, health or safety of the community or the abutting areas or tend to their disturbance or annoyance.
 - 3. Be inconsistent with the appropriate and orderly development of the city and adjacent areas.
- (c) Office uses which are related to LIRP activities shall include those office uses related to scientific or industrial research, product development and testing, engineering development and marketing development, corporate offices providing, however, that they do not provide services or uses to the general public on premises, and such other office uses, including support services, as well as uses which are accessory to and compatible with LIRP uses. Support services for

the purposes of this zoning district shall be defined as companies which supply services utilized wholly by other companies located in the industrial zoning districts. These include clerical service companies, office equipment maintenance services, janitorial services, corporate travel agencies, corporate credit unions, corporate training facilities, and other similar uses.

(d) Permitted incidental and accessory uses shall include offices, salesrooms for the wholesale distribution of items manufactured on the premises, garages for storage and maintenance of company motor vehicles and for storage of gasoline and lubricating oils needed for operation of these vehicles and for the maintenance of the company's plant and machinery located therein; parking facilities; maintenance and utility shops for the upkeep and repair of buildings and structures on the site and equipment used on the site; central heating and power plants for furnishing heat and energy to structures on the site; facilities for water, drainage, sewerage, fire protection, electrical, telephone, and other utilities; educational facilities for training and study; storage buildings, helistops and heliports, as herein defined, subject to the provisions of section 28-1451 et seq.; communications facilities including antenna masts; clinics; cafeterias; recreational facilities; custodians and caretakers; data processing facilities; and employee credit unions.

(e) Child care and adult care centers subject to provisions of section 28-1416 et seq.

(f) The production, assembly, manufacture or the distribution of original works of art, including, but not limited to, a room or series of rooms devoted exclusively to the display of original works of art which are available for purchase.

(g) Personal services provided to the employees located in the industrial zoning district so long as the aggregate square footage of such permitted uses shall not exceed 10 percent of the gross floor area available for lease in any structure which uses shall include drug stores, florists, newsstands, retail shops, laundry and garment services, beauty and barber shops, indoor automated teller machines, cafeterias, restaurants, and such other similar uses. Said uses shall not have access except through the main entryways and shall not be provided with any exterior building sign other than directory identification as is provided for other tenants of the structure.

(h) Sharing of corporate-owned facilities shall be permitted provided the company with which the facility is to be shared is located within the LIRP zoning district. The facilities to be shared include those permitted in section 28-977(d).

(i) Gas stations provided they are not located within 1,000 feet as measured from property line to property to property line in any direction from a parcel of property which is used for residential purposes nor within 2,000 feet as measured from property line to property line in any direction from a parcel occupied by another gas station and that no more than one station will be permitted at any one intersection, and they shall further be subject to the criteria set forth in section 28-1387.

(j) Telecom web-hosting facilities.

(k) Production studios for cinema, television, video and radio; sound stages; and accessory post production facilities, including, without limitation, facilities for the distribution of materials produced in said studios, sound stages, or facilities. No portion of any production studio, sound stage, or related facility shall be designed or used to allow for an audience or an observation area regardless of whether audience or observer attendance is free or for consideration.

(Code 1966, § 25-77.1(A); Ord. No. 3964, § 1, 10-21-91; Ord. No. 4162, § 3, 7-12-94; Ord. No. 4290, § 20, 10-29-96; Ord. No. 4540, § 1, 9-14-00; Ord. No. 4573, § 8, 4-10-01; Ord. No. 4871, § 1, 5-24-05)

Sec. 28-978. Conditional uses.
Conditional use approval may be requested by the owner of the property in LIRP districts in accordance with Division 4 of Article II for the following uses:

- (a) Land or structures used exclusively or primarily for amateur recreational uses and movie theaters.

(b) Warehousing, showroom and wholesale provided that these uses are in conjunction with a permitted use. The total floor space of the warehousing, showroom or wholesale uses shall not exceed 50 percent of the total square footage of the occupant.

(c) Public, private and parochial nursery, kindergarten, elementary and high schools.

(d) Production studios for cinema, television, video and radio, and other facilities permitted pursuant to section 28-977(k), with facilities designed or used to allow for an audience or an observation area.

(Ord. No. 4162, § 4, 7-12-94; Ord. No. 4323, § 20, 5-1-97; Ord. No. 4540, § 2, 9-14-00; Ord. No. 4567, § 1, 2-13-01; Ord. No. 4871, § 1, 5-24-05)

Sec. 28-979. Prohibited uses.
The permitted uses for LIRP districts enumerated in section 28-977 shall not be construed to include, either as a main or accessory use, any of the following uses:

- (a) Truck or trailer sales; the storage, service, repair of or garaging of motor vehicles other than company motor vehicles; used-car lots; auto laundries.

(b) Mortuaries.

(c) Drive-in refreshment stands.

(d) Bulk sales storage or display of lumber or building materials and supplies.

(e) Outdoor displays of merchandise, except that displays of art may be permitted, after community appearance board approval of the location thereof.

(f) Drive-in theaters.

(g) Plumbing shops or sheet metal shops with less than 10,000 square feet or having outdoor storage.

(h) Animal hospitals and veterinary clinics.

(i) Cabinet shops or carpenter shops with less than 10,000 square feet or having outdoor storage.

(j) Storage or warehouse uses, except as incidental to a permitted use.

(k) Retail stores for sales to the general public.

(l) General real estate sales offices.

(m) Package stores, selling alcoholic beverages.

(n) Wholesale outlets, except those established for the sole purpose of selling items manufactured, fabricated, processed, converted or assembled on the premises.

(o) Bars or cocktail lounges that are not accessory to a permitted conditional commercial node use.

(Code 1966, § 25-77.1(B); Ord. No. 3964, § 2, 10-21-91; Ord. No. 4162, § 5, 7-12-94)

Sec. 28-980. Regulations applicable to light industrial and research uses.
The following regulations shall apply to light industrial and research uses in all LIRP districts:

- (a) Height. No building or structure, or part thereof, shall be erected or altered to a height exceeding 85 feet. When a structure exceeds 50 feet in height, all required yards shall be increased by 1 foot for each additional 2 feet in height above 50 feet.
- (b) Required plot area. Each plot shall have an area of not less than 2 1/2 acres and an average width of not less than 250 feet; provided, however, that any parcel in the former City of University Park created by subdivision, whether by platting or by sale, of record in the official records of the county as of January 21, 1971, shall

be exempt from the above plot area and width requirement, if the parcel created by the subdivision contained less than 2 1/2 acres prior to January 21, 1971.

(c) Percentage of plot covered. Not more than 40 percent of the total area of a plot within the LIRP district shall be covered by buildings.

(d) Required yards; landscaping.

1. Yards facing an existing or dedicated public street shall be not less than 100 feet in depth. The first 50 feet from the street line shall be fully landscaped. Yards abutting main line railroad rights-of-way shall not be less than 50 feet in depth.

2. Yards adjacent to interior or rear property lines shall be not less than 35 feet in depth. The first 10 feet from the property lines shall be fully landscaped.

3. Yards adjacent to railroads. Requirements for yards adjacent to interior or rear property lines shall not be applicable to buildings or facilities erected adjacent to a railroad siding. Where a railroad main line or siding abuts a roadway, the roadway shall be buffered by a 10-foot-deep landscaped yard.

4. Minimum yard requirements as provided in this subsection shall be subject to modification as provided in (a) above for structures exceeding 50 feet in height.

5. All required yards shall be kept clear of loading areas for supplies and services and buildings, provided that a gatehouse or security house may be located in a required yard.

6. Landscaping required by this subsection shall include, but not necessarily be limited to, the planting of grass, ground cover, flower beds, shrubs, hedges, or trees. All landscaping shall be maintained in a healthy growing condition, neat and orderly in appearance, and free of refuse and debris. All planting shall be arranged and maintained so as not to obscure the vision of traffic. Unless so specified, there shall be no parking of vehicles in the landscaped area. All landscaping shall be subject to the approval of the community appearance board. The community appearance board may approve natural landscape elements in lieu of other types of landscaping.

7. All trucks in excess of 1-ton carrying capacity shall be parked in rear or side yards and screened from view from adjacent properties or any public rights-of-way, in accordance with community appearance board requirements. No trucks in excess of 1-ton carrying capacity may be parked in any street yard regardless of screening.

(e) Storage. Outside storage of any materials, supplies or products shall not be permitted within any required front yard. Outside storage shall be properly screened to a height of 7 feet on all sides in accordance with community appearance board requirements.

(f) Sidewalks; bicycle/pedestrian paths. All street frontage shall have sidewalks, except that private streets may have bicycle or pedestrian paths a minimum of 6 feet in width in lieu of sidewalks. The bicycle/pedestrian paths need not be located adjacent to such private streets. Plots not served by sidewalks shall be served by bicycle/pedestrian paths. Sidewalks or bicycle/pedestrian paths shall be constructed simultaneously with the streets and shall provide continuous circulation from 1 plot to another. Sidewalks and bicycle/pedestrian paths shall be illuminated to provide safety and security for their users.

(Code 1966, § 25-77.1(C); Ord. No. 4162, § 6, 7-12-94; Ord. No. 4228, § 1, 7-11-95)

Appendix B

Deerfield Beach
Station Site

Parcel Number:
4842-02-21-0020

Future Land Use:
I - Industrial

Zoning:
BUS – B-3

http://www.municode.com/resources/gateway.asp?pid=12234&sid=9

Permitted uses. (Sec. 98-55. B-3 general business.)
Building materials supply/distribution to the trade - (includes, but not limited to, hardware, lumber, millwork, plumbing);

- Printing;
- Trade shops: metal work, woodworking, plumbing, roofing, electrical, and associated building trades;
- Store, retail (in accordance with land use plan limitations);
- Essential services;
- Lawn service;
- Commercial bakery;
- Exterminator;
- Medical or dental lab;
- Offices, business and professional;
- Warehouses; mini-warehouses;
- Wholesale trade;
- Boat repair;
- Plant nursery;
- Automotive services; (excluding repair, mechanical, paint and body);
- Marina;
- Commercial kitchen;
- School, vocational;
- Building cleaning and maintenance services.

Conditional uses.
Upon application and after a favorable determination by the board of adjustment or the city commission (where the conditional use is part of the site plan application) that all conditions and provisions of a conditional use have been met, the uses listed below may be permitted as conditional uses in this district, provided that the property line of the lot or plot on which any building devoted to the use is located is at least 100 feet from residentially zoned property. In addition to any provisions listed herein, all proposed conditional uses shall comply with the requirements of this Code, be heard and decided by the board of adjustment (or the city commission where applicable) as set forth herein, and be consistent with the goals, objectives and policies of the city's comprehensive plan.

- Automobile repair garage provided the requirements of this code are complied with. An automotive body shop shall contain within said shop, a spray paint booth constructed in compliance with the National Fire Code.

- Fabricating, assembly and processing operations which produce no noise, smoke or other pollutants noticeable at the property line of the subject site.
- Outside storage provided:
 - The outside storage is subordinate to the principal use located on the same property; and
 - The outside storage area does not abut a residential district; and
 - The storage area is in a rear or side yard and screened according to the requirements of this Code, and
 - The height of the material stored does not exceed the height of the screening.
- Boat yard/boat basin;
- Auto rental agency;
- Check cashing store; and
- Astrologist, palmist, psychic, and related services.

Sec. 98-19. Site plan requirements.
(5) Street widths. Street widths shall be not less than provided for in the following table and shall provide sufficient right-of-way to conform to the traffic circulation element of the City of Deerfield Beach Comprehensive Plan.

Street Type	Width(feet)
Arterial, principal	200
Arterial, major	120
Arterial, minor	110
Collector, minor	80
Local roads	60
Private streets	40

In areas designed and zoned, or where a petition for a change in zoning is contemplated, for commercial use, the street width shall be increased by such amount on each side as may be deemed necessary by the development review committee to assure the free flow of traffic without interference by parked or parking vehicles, and to provide safe parking space for such commercial or business district.

(11) Railroad on or abutting development. Where a residential area borders on or contains a railroad right-of-way or limited access highway right-of-way the development review committee may require a street approximately parallel to and on each side of such right-of-way, at a distance suitable for the appropriate use of the intervening land, as for park purposes in residential districts, or for commercial or industrial purposes in appropriate districts. Such distances shall also be determined with due regard for the requirements of approach gradesand future grade separations.

Schedule of dimensional regulations. Sec. 98-61.

			Minimum Yard Requirements									
District	Minimum Lot Area	Minimum Lot Width(feet)	Front (feet)	Side (feet)	Rear (feet)	Corner (feet)	Water Front (feet)	Minimum Floor Area	Maximum FloorArea Ratio	Maximum Lot Coverage (percent)	Minimum Landscape Area(percent)	Maximum Height(feet)
RS-5 Single-family	7,000 sq. ft.	70 ft.	25 ft.	7.5 ft.	15 ft.	25 ft.	20 ft.	1,250 sq. ft.	NA	35%	15%	35 ft.
RS-7 Single-family	6,000 sq. ft.	50 ft.	25 ft.	5 ft.	15 ft.	15 ft.	20 ft.	1,000 sq. ft.	NA	45%	15%	35 ft.
RM-10 Single-family	7,000 sq. ft.	70 ft.	25 ft.	10 ft.	15 ft.	25 ft.	20 ft.	1,000 sq. ft.	NA	35%	35%	35 ft.
Two-family	4,400 sq. ft.	80 ft.	25 ft.	10 ft.	15 ft.	25 ft.	20 ft.	800 sq. ft./du	NA	35%	35%	35 ft.
Multi-family	4,400 sq. ft./du	100 ft.	25 ft.	10 ft.	15 ft.	25 ft.	30 ft.	Schedule A	NA	35%	35%	35 ft.
RM-15 Multi-family	2,900 sq. ft./du	100 ft.	25 ft.	10 ft. A	15 ft. A	25 ft.	30 ft.	Schedule A	NA	40%	35%	75 ft.
RM-25 Multi-family (under one acre)	1,750 sq. ft./du	100 ft.	25 ft.	10 ft. A	15 ft. A	25 ft.	30 ft.	Schedule A	NA	40%	30%	55 ft.
RM-25 Multi-family (one acre and over)	1,750 sq. ft./du	100 ft.	25 ft.	15 ft. B	15 ft. B	25 ft.	30 ft.	Schedule A	NA	40%	30%	55 ft.
Tourist	1,150 sq. ft./du	100 ft.	25 ft.	10 ft. A	15 ft. A	25 ft.	30 ft.	Schedule A	NA	40%	25%	55 ft.
RF-10 Mobile home park	2 ac.	200 ft.	25 ft.	10 ft.	15 ft.	25 ft.	30 ft.	NA	NA	NA	NA	NA
Mobile home space	4,000 sq. ft.	50 ft.	20 ft.	7.5 ft.	10 ft.	20 ft.	30 ft.	720 sq. ft.	NA	40%	NA	35 ft.
PUD Planned Unit Dev.	40 ac.	NA	25 ft. C	NA	NA	NA	NA	D	NA	NA	20%	75 ft.
RSO Residential/Office	6,000 sq. ft.	NA	10 ft. E	10 ft.	15 ft.	25 ft.	NA	1,000 sq. ft. F	G	35%	25%	25 ft.
B-1 Community Business	5,000 sq. ft.	50 ft.	10 ft.	None	5 ft.	10 ft.	20 ft.	1,000 sq. ft.	1.00	50%	15%	45 ft.
B-2 Highway Business	10,000 sq. ft.	100 ft.	50 ft.	10 ft.	15 ft.	25 ft.	30 ft.	1,000 sq. ft.	.50	35%	20%	75 ft.
B-3 General Business	6,000 sq. ft.	50 ft.	25 ft.	0 ft.	10 ft.	15 ft.	20 ft.	1,000 sq. ft.	.80	65%	15%	50 ft.
I Industrial	10,000 sq. ft.	100 ft.	25 ft.	5 ft.	10 ft.	15 ft.	30 ft.	1,000 sq. ft.	1.00	50%	15%	75 ft.
PID Planned Ind. Dev.	25 ac.	NA ft.	25 ft.	10 ft.	20 ft.	20 ft.	NA	1,000 sq. ft.	.60	NA	20%	45 ft.
A Limited Agriculture	35,000 sq. ft.	125 ft.	25 ft.	25 ft.	25 ft.	25 ft.	30 ft.	1,000 sq. ft.	NA	20%	NA	40 ft.
S Open Space	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
CF Community Facilities	NA	NA	25 ft.	10 ft.	15 ft.	10 ft.	NA	NA	NA	NA	15%	NA

NOTES:
A - Plus one foot for each two feet of building height above 20 feet.
C - Plus one foot for each two feet of building height above 25 feet.
E - Ten feet for lot depth less than 100 feet--15 percent of the lot depth where lot depth is 100 feet or more.
G - 2,500 square feet for a one-story building or 3,000 square feet for a two-story building.
B - Plus one foot for each one foot of building height above ten feet.
D - 1,000 square feet for single family - Schedule A for multi-family.
F - 1,250 square feet for single family - Schedule A for 1, 2 and 3 bedroom units.

Appendix C

Cypress Creek Station Site

Parcel Number:
4942-10-00-0471, 4942-10-00-0472, 4942-10-00-0410

Future Land Use:
Industrial

Zoning:
Industrial

SECTION 47-7. INDUSTRIAL ZONING DISTRICTS

Sec. 47-7.10. List of permitted and conditional uses, General Industrial (I) District.

District Categories--Automotive, Aircraft, Boats and Watercraft (Wholesale Sales, Service and Repair), Manufacturing, Public Purpose Facilities, Storage Facilities, Wholesale Sales/Rental Services, and Accessory Uses, Buildings and Structures.

_____A.	REQUIRED USES
_____1.	The portion of property fronting a navigable waterway must be used for marina or shipyard uses, see Sec. 47-23.8, Specific Location Requirements for Waterway Uses.

_____B.	PERMITTED USES	_____C.	CONDITIONAL USES: See Sec. 47-24.3.
_____1.	<i>Automotive, Aircraft and Watercraft (Wholesale Sales, Service and Repair)</i>		
	a. Automotive Detailing, Alarms, Window Tinting. b. Automotive Service Station, see Sec. 47-18.5. c. Aircraft, Sales, Service and Repair. d. Automotive Repair Shop, including major repair, see Sec. 47-18.4. e. Automotive Sales, Rental, new or used vehicles, see Sec. 47-18.3. f. Mobile Homes, sales, service and repair. g. Recreation Campers and Trailers Sales, Rental, new or used, see Sec. 47-18.27. h. Towing Service. i. Truck Sales, Rental, new or used, see Sec. 47-18.34. j. Sailmaking. k. Watercraft Repair Shop, see Sec. 47-18.37. l. Watercraft Sales, Rental, new or used, see Sec. 47-18.36.		a. Marina, see Sec. 47-23.8. b. Marine Service Station, see Sec. 47-18.20. c. Shipyard, see Sec. 47-23.8. d. Tugboat Service, see Sec. 47-23.8.

_____2.	<i>Manufacturing/Processing of Products</i>		
	a. Apparel, Textile, Canvas & related uses.b. Automotive, Trucks and Mobile Homes. c. Contractors Yards. d. Industrial Machinery and Equipment. e. Manufacturing of Animal Feed from refuse, mash or grain. f. Manufacturing of Products from Stone, Clay, Concrete or Glass. g. Meat Packing, Plants, Stock or Slaughter Yards. h. Process and assembly of previously prepared materials.		a. Acid Manufacturing. b. Asphalt Manufacturing. c. Cement and Lime Manufacturing. d. Fertilizing Plants or Fertilizer Mixing. e. Manufacturing of Explosives. f. Manufacturing of Plastics, Rubber, Leather Products. g. Meat Packing, Plants, Stock or Slaughter Yards. h. Private Recycling Facility.
_____3.	<i>Public Purpose Facilities</i>		
	a. Police and Fire Substation. b. Freight and Rail Terminal. c. Communication Towers, Structures and Stations, see Sec. 47-18.11.		a. Radio Broadcast Facility, Production Facility, Radio, Television and Motion Picture Production.
_____4.	<i>Storage Facilities</i>		
	a. Automotive Wrecking and Salvage Yards, Junk Yards, see Outdoor Storage of goods and materials, Sec. 47-19.9. b. Lumber Yards, see Outdoor Storage of goods and materials, Sec. 47-19.9. c. Self Storage Facility, see Sec. 47-18.29. d. Storage Yard, except as provided herein. e. Warehouse Facility.		a. Fuel Storage, sales, other than Automotive Service Station, see Sec. 47-18.13. b. Petroleum Storage, Refining and Transfer, see Sec. 47-18.13
_____5.	<i>Wholesale Sales/Rental Services</i>		
	_____a. Building Supplies, Materials and Equipment. _____b. Plumbing Equipment. _____c. Pump and Well. _____d. Restaurant and Hotel Equipment. _____e. Sign. _____f. Swimming Pool and Pool Supplies.		
_____6.	<i>Accessory Uses, Buildings and Structures (See Section 47-19.)</i>		
	_____a. Automotive Service Station, when accessory to Automotive Repair Shop, see Sec. 47-18.5. _____b. Outdoor Storage, see Sec. 47-19.9.		

Note A: Only wholesale sales of products shall be permitted.
Note B: Retail sales and services, including offices are permitted only when accessory to manufacturing, processing, assembly, maintenance, repair or warehousing operation.
Note C: Any industrial use within three hundred (300) feet of residential property shall be subject to the requirements of a Conditional Use Permit, see Sec. 47-24.3.

Sec. 47-7.30. Table of dimensional requirements for the I district. (Note A)

Requirements		I
Maximum height (ft.)		150
Minimum lot size Minimum lot width		None
Maximum FAR		None
Minimum front yard (ft.):		
_____	When contiguous to residential property	30
_____	Il others	5*
Minimum side yard (ft.):		
_____	When contiguous to residential property	30
_____	All others	All side yards abutting a street: 5 ft. All other side yards: None except when any portion of a structure is greater in height than 100 ft. up to maximum height of 150 ft., that portion of the structure shall be set back an additional 1 ft. for each 1 ft. of building height over 100 ft.
Minimum rear yard (ft.):		
_____	When contiguous to residential property	30
_____	All others	All rear yards abutting a street: 5 ft. All other rear yards: None except when any portion of a structure is greater in height than 100 ft. up to maximum height of 150 ft., that portion of the structure shall be set back an additional 1 ft. for each 1 ft. of building height over 100 ft.

Note A: Dimensional regulations may be subject to additional requirements, see Section 47-23, Specific Location Requirements, and Section 47-25, Development Review Criteria. *Where the height of a building exceeds nine (9) feet measured from the ground floor elevation, that portion of the building may extend into the front yard area. (Ord. No. C-97-19, § 1(47-7.5), 6-18-97)

Appendix D

Pompano Beach Station Site

http://www.amlegal.com/nxt/gateway.dll/Florida/pompano/cityofpompanobeachfloridac odeofordinance?f=templates\$fn=default.htm\$3.0\$vid=amlegal:pompanobeach_fl

Parcel Numbers
4842-2219-0040, 4842-2252-0013

Future Land Use
842-2219-0040 Commercial
4842-2252-0013 Industrial

Zoning
4842-2219-0040 B-3
4842-2252-0013 I-1/PCI

§ 155.183 B-3 GENERAL BUSINESS DISTRICT.

- Permitted uses:
- Any use permitted in the B-2 District;
 - Auction house;
 - Automobile rental or leasing agencies (outdoor display permitted).
 - Automobile sales agency and accessory used car sales and auto service. The service facilities shall be located behind the showroom facilities such that the service bays are not visible from the street;
 - Bars;
 - Bowling alleys and skating rinks;
 - Business and commercial colleges, night schools, adult training, and similar educational enterprises;
 - Community care facility;
 - Funeral homes;
 - Hospitals and clinics;
 - Hotels and motels in conformance with Implementation Section 302 of the Future Land Use Element;
 - Marinas - no dry storage or repair;
 - Marine pleasure craft sales;
 - Movie and other theaters, auditoriums or similar places of assembly;
 - Printing, newspaper printing, blueprinting and other printing and reproduction facilities;
 - Retail stores including thrift shops for the sale of secondhand clothing and household goods with not more than 20% of the floor space being secondhand merchandise.
 - Shop for making articles sold at retail on the premises;
 - Showrooms with wholesaling by sample only;
 - Studios for artists, photographers and musicians, including recording studios;
 - Transportation passenger stations; and
 - Veterinarian, animal grooming and pet store with all activities enclosed within the building; soundproofing and lack of windows shall result in no outside noise detection from the treatment or boarding rooms.
 - Window tinting, burglar alarm and stereo and telephone installation for automobiles.

Accessory uses:

- All customary accessory uses, including automobile parking lots and garages; and
 - Repair service for products sold at retail.
 - Beach chair and umbrella rental, sale of tanning products accessory to a hotel or motel with 100 or more sleeping rooms.
- Special exception uses:
- Truck and trailer rental agency;
 - Automobile care center as defined in § 155.003;
 - Residential apartments up to 46 units per net acre as a part of a commercial structure but not exceeding 50% of the floor area of the structure and not located on the ground floor. Subject to allocation of flex or reserve units by City Commission;
 - Free-standing multiple-family residential use up to 46 units per net acre of site area. Subject to allocation of flex or reserve units by City Commission; and
 - Churches.

- Lot area and width:
- Minimum lot area of 10,000 square feet; and
 - Minimum lot width of 100 feet.

- Setbacks:
- Front yard, none except where §§ 155.140 through 155.143 applies due to a right-of-way width which is less than that shown in the Comprehensive Plan Traffic Circulation Element.
 - Side yard, none except as required in subdivision (4) below or where a district abuts a residential district and the provisions of § 155.130 shall apply.
 - Rear yard, minimum of 30 feet except as required in subdivision (4) below.
 - High rise setbacks, any structure with a building height exceeding 50 feet shall have a side and rear setback, in addition to what is specified above, of at least one foot for every four feet of building height, or major fraction thereof, above the first 50 feet of building height.

Lot coverage:
Maximum of 60%.

Pervious area:
Minimum of 20%.

Height:
Maximum of 10 stories but not in excess of 105 feet.

§ 155.205 I-1 GENERAL INDUSTRIAL DISTRICT.

- Permitted Uses
- Manufacturing except for acids, explosives, ammunition, fertilizer, soap, insecticides and batteries;
 - Warehousing including storage, wholesaling, indoor recycling and distribution;
 - Truck terminals;
 - Vegetable and fruit packing houses;
 - Brewery, winery, distillation of liquors;
 - Food processing, including meat and fish (but no slaughtering);
 - Rifle and gun range;
 - Educational, scientific or industrial research;
 - Corporate or business offices;

- Plant nursery (wholesale);
- Truck and equipment repair within a totally and permanently enclosed building;
- Bakery (not retail);
- Hydroponic garden (outside activity author-ized);
- Fish hatchery (outside activity authorized);
- Motion picture studio (outside activity authorized);
- Metal working and machine shops;
- Restaurant and/or bar; in conjunction with Implementation Section 3.02 of the Future Land Use Element;
- New automobile, truck, motorcycle, boat and trailer sales and service (outdoor display permitted). Service facilities shall be located behind the showroom facilities such that the service bays are not visible from the street;
- Auto repair or paint and body within a permanently and totally enclosed building;
- Indoor commercial recreation uses.

- Special exception uses
- Animal burying ground (outdoor use authorized);
 - Carnival, circus or similar amusement enterprise (outdoor use authorized);
 - Race track: automobile, motorcycle, horse or dog (outdoor use authorized);
 - Outdoor storage including lumber yards; woodworking establishments; building equipment sales, leasing and storage.
 - Day care center;
 - Water tanks.
 - Open lots for used car sales (subject to compliance with landscape ordinance, outdoor display permitted).

- Conditional uses
- Telecommunications towers.

- Accessory Uses
- Customary accessory uses.
 - Retail sales ancillary to the permitted use and occupying less than 20% of the gross floor area occupied by the principal use.
 - Outdoor storage which is accessory and incidental to a permitted indoor use under division (B) and occupies an area less than one-third of the gross floor area occupied by the principle use. (Subject to division (K).)
 - Service and repair of equipment sold, leased or stored on the property as a permitted use.
 - Day care.
 - Display of new industrial equipment. (Screening under division (K) not required.)

- Lot area and width
- Minimum lot area 10,000 square feet.
 - Minimum lot width of 100 feet.

- Setbacks:
- Front yard, minimum 25 feet;
 - Side yard, minimum of ten feet;
 - Rear yard, minimum of 30 feet except eight feet to center line of a railroad siding;
 - Buffer, see § 155.130 for additional residential buffer requirements.

Lot coverage
Maximum of 65%.

Pervious area:
Minimum of 20%.

Height:
Maximum of four stories but in no case more than 45 feet except that elevator towers, water tanks and other similar accessory structures may be constructed to a height equal to the shortest distance from a property line. Communication towers or antennae may not exceed 130 feet which is the maximum height permitted in any district.

Outdoor storage:
In order to present an effective barrier between open storage areas and abutting rights-of-way and property lines any outdoor storage permitted in division (B), (C), or (E) shall be screened along all property lines unless waived at site plan approval due to existing adjacent outdoor storage.

A 25-foot wide landscaped area shall be provided between the front lot line and any outdoor storage area. Street trees shall be provided as required by the landscape ordinance. Screening shall consist of a combination of walls or fences, berms, shrubs, trees and ground cover. Chain link fencing shall not be allowed in the front landscape strip.

A 15-foot wide landscaped area shall be provided between the street side lot line and any outdoor storage area. Street trees shall be provided as required by the landscape ordinance. Screening shall consist of a combination of walls or fences, berms, shrubs, trees and ground cover. If a property owner elects to construct a six-foot high fence or wall, the width of the landscape strip may be reduced to 7.5 feet.

A ten-foot wide landscaped area shall be provided between the side and rear lot lines and any outdoor storage area provided, however, that any lot on public record prior to June 25, 1991 which is 100 feet or less in width shall be required to provide a five-foot wide landscaped area. One ornamental tree shall be provided for each 25 feet of lot length and width. This requirement shall not apply to a property line abutting a railroad siding.

§ 155.113 REQUIREMENTS IN VARIOUS ZONES.

- (B) Business, commercial, manufacturing, and industrial use applications. All business, commercial, manufacturing, and industrial buildings shall provide a minimum of off-street parking spaces as follows.
- (2) Office buildings. Office buildings shall provide one parking space for each 250 square feet, or fraction thereof, of floor area used for office purposes.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: DECEMBER 15, 2006

INFORMATION ITEM REPORT

☐ Information Item ☒ Presentation

TRI-RAIL STATION PARKING AND CIRCULATION STUDY

SUMMARY EXPLANATION AND BACKGROUND:

The primary purpose of this study is to identify existing and future parking needs at Tri-Rail stations, and to develop a staged parking improvement implementation plan. An inventory and usage survey was conducted. Demand projections for parking at each Tri-Rail station have been completed and will be discussed. The South Florida Regional Transportation Authority (SFRTA) and the Consultants are currently developing recommendations for enhancements to parking capacity, vehicular and pedestrian circulation, loading areas, bicycle facilities, and transit amenities.

SFRTA staff plans to return in January to the SFRTA Board for approval of the full study results including a priority project list and implementation schedule.

Mr. Eric Goodman, Transportation Planner of SFRTA, will be in attendance to provide a PowerPoint presentation on the study.

EXHIBITS ATTACHED: [Exhibit 1: Tri-Rail Station Parking and Circulation Study Presentation](#)

Tri-Rail Parking & Circulation Study Update

December 15, 2006



Agenda

- **Study Schedule**
- **Study Update:**
 - Task 1: Inventories from field observations
 - Task 2: Future parking demand
 - Task 3: Station improvements
- **Next Steps**

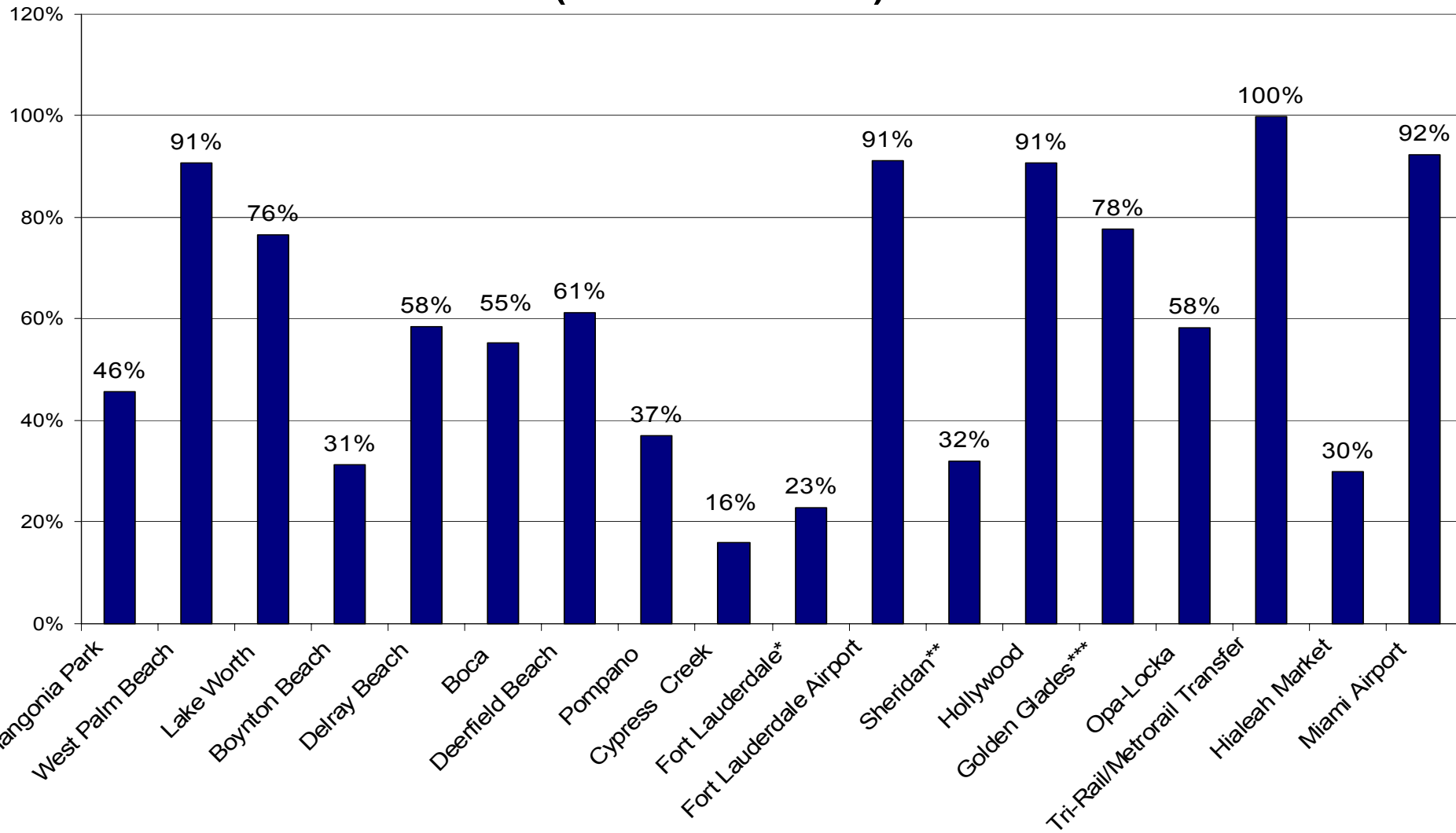
Study Schedule

- **December 15, 2006:**
 - Receive comments from SFRTA Property Committee
- **Return for Board approval in January 2007**
- **Final report completed January/February 2007**

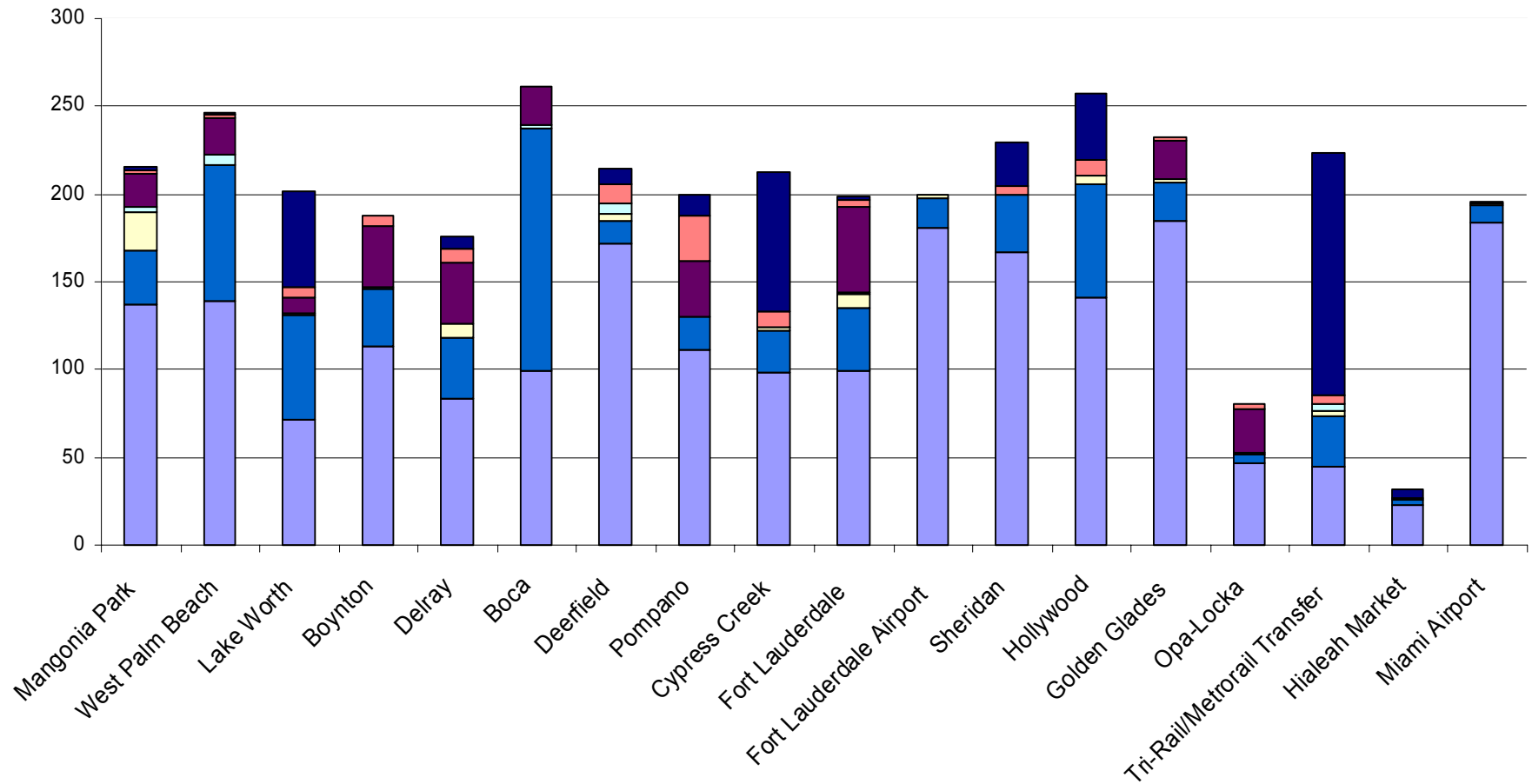
Task 1: Observations

- Items observed:
 - Parking utilization
 - Circulation (7-9 AM Station Arrivals)
 - Amenities and Accessibility
 - Station Conditions

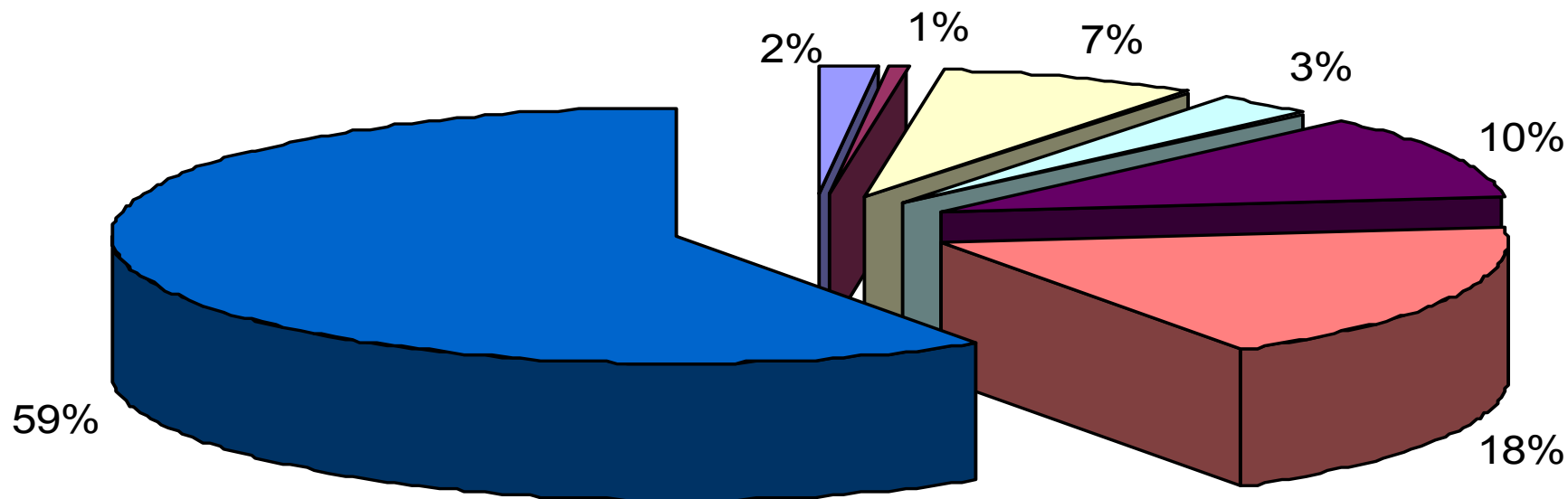
Station Parking Utilization (Observed 2006)



AM Peak Period Station Arrivals By Mode



AM Peak Period Arrivals by Mode at All Stations



■ Taxi
■ Bus
■ Pedestrian
■ Park and Ride

■ Shuttle
■ Bicycle
■ Private Vehicle

Task 1: Primary Findings

- **Missing Signage:**

- Wayfinding signs, bus stop locations, and parking information

- **Passenger amenities and accessibility improvements needed:**

- Connecting sidewalks from parking lots to station
- Americans with Disabilities Act (ADA) accessible ramps
- Benches and shelters in passenger waiting areas

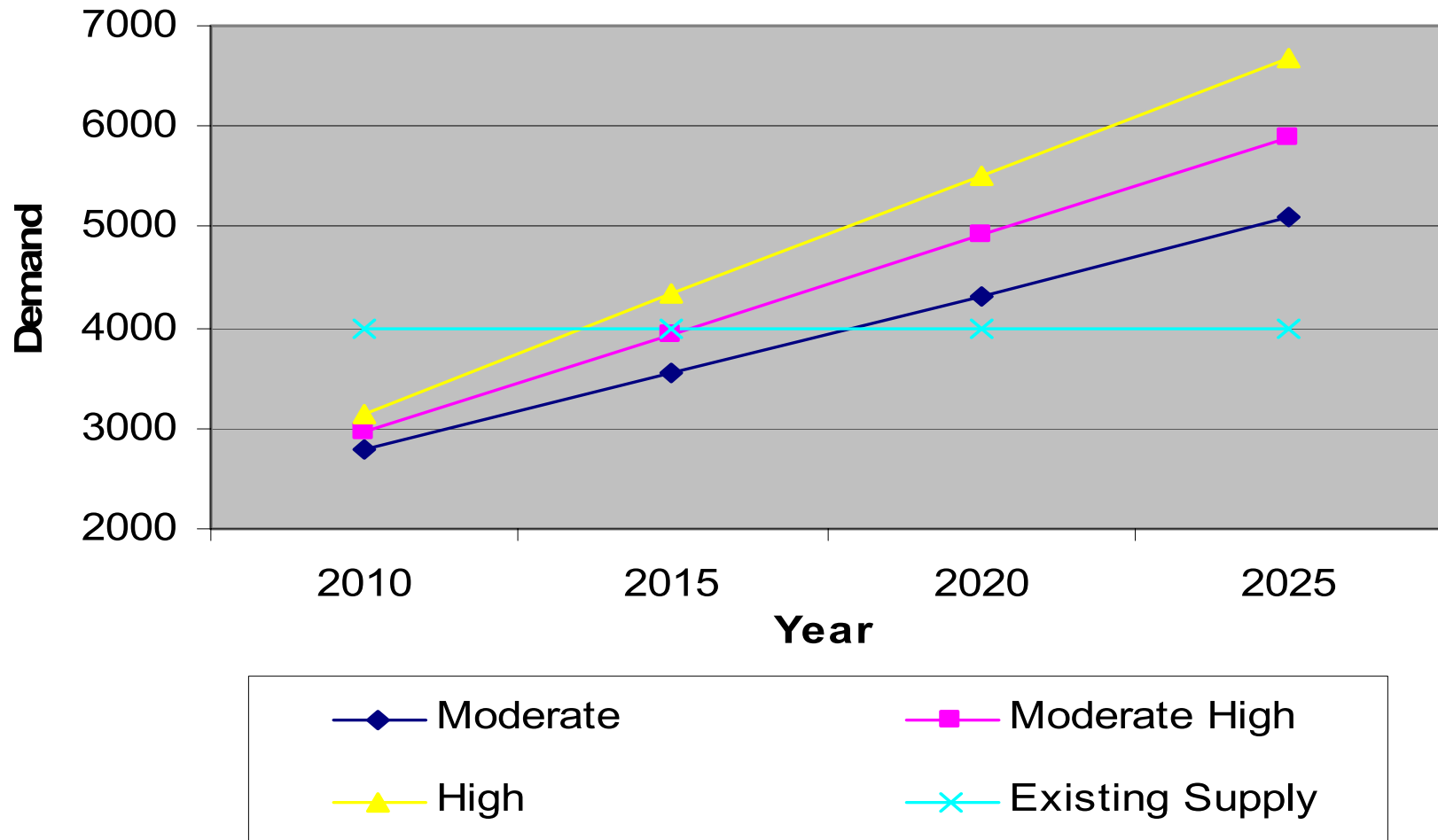
Task 1: Primary Findings

- **Deferred maintenance:**
 - Faded or poor striping
 - Overgrowth blocking pedestrian pathways
 - Potholes and drainage issues
- **Lack of sufficient drop-off/pick-up areas:**
 - Buses, cars, and taxis conflict when utilizing the same space (ex. Mangonia Park)
 - Inconsistent designation of drop-off/pick-up areas (Drop-off vs. Kiss and Ride)

Task 2: Parking Projections and Future Demand

- Current and historic parking utilization used to project demand based on SERPM5
- Three parking forecast scenarios examined:
 - Moderate, Moderate-High, High
 - Middle numbers chosen as most reliable estimate
 - Capacity buffer included to reflect FDOT policy guidance

System Wide Parking Demand Under Three Growth Scenarios



Tri-Rail Future Parking Needs

2025 Demand minus Existing equals Need

Mangonia Park	465	-	274	=	191
West Palm Beach	380	-	139	=	241
Lake Worth	175	-	85	=	90
Boynton Beach	375	-	330	=	45
Delray Beach	215	-	130	=	85
Boca Raton	260	-	163	=	97
Deerfield Beach	405	-	255	=	150
Pompano Beach	295	-	272	=	23
Cypress Creek	250	-	556	=	0*
Fort Lauderdale	265	-	394	=	0*
Dania Beach (FLL airport)	585	-	180	=	405
Sheridan Street	445	-	475	=	0*
Hollywood Blvd.	330	-	141	=	189
Golden Glades	505	-	216	=	289
Opa-Locka	155	-	72	=	83
MetroRail Transfer (79th St.)	115	-	41	=	74
Hialeah Market	80	-	70	=	10
Miami Airport	595	-	181	=	414
Total**	5895		3974		2386

* Where current capacity exceeds 2025 demand, need is shown as 0

** Total is a sum of station needs, and does not assume these can be met with excess capacity at other stations

Timing of Additional Capacity Needs*

	< 2010	2010-2015	2015-2020	2020-2025
Mangonia Park		25	110	190
West Palm Beach	50	115	180	240
Lake Worth	10	40	65	90
Boynton Beach				45
Delray Beach		15	50	85
Boca Raton		15	55	95
Deerfield Beach		25	85	150
Pompano Beach				25
Cypress Creek				
Fort Lauderdale				
FLL Airport / Dania Beach	85	195	300	405
Sheridan Street				
Hollywood Blvd.	40	90	140	190
Golden Glades	50	130	210	290
Opa-Locka		30	55	85
79th St. / MetroRail Transfer	20	40	55	75
Hialeah Market				10
Miami Airport	90	200	305	415
Total	345	920	1610	2390

Legend

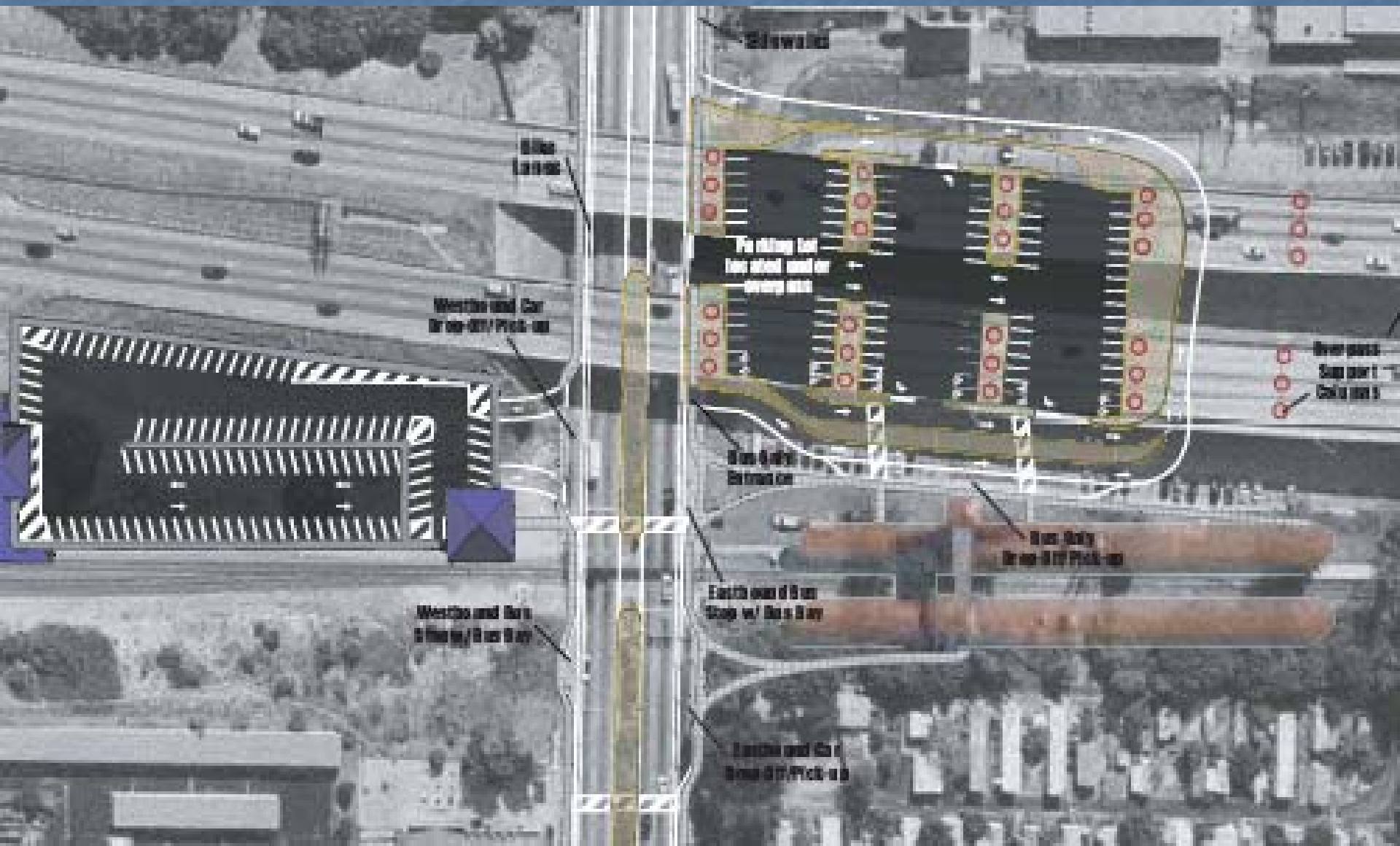
	uncongested
	congested
	insufficient capacity

* Cumulative demand is shown rounded to the nearest increment of 5 spaces

Task 3: Improvement Concepts

- Increase capacity through additional surface and structured parking
- Reduce conflicts with separated circulation and provide a dedicated space for all modes
- Improve access to stations and connections to surrounding uses
- Identify and preserve areas for supportive development

Lake Worth Station



Hollywood Station



Kimley-Horn
and Associates, Inc.

South Florida Regional Transportation Authority
Tri-Rail Station Parking & Circulation Study

Station 13. Hollywood Station - DRAFT Conceptual Design

Broward County, Florida

Project No. 04200006.1.100

Not to Scale

Image: Broward County Property Appraiser, 2006

Drawn by: N. Moler Edited by: A. Mikulczuk Checked by: K. Watterman



Hollywood Station

Opa-Locka Station



Opa-Locka Station



Next Steps

- **Finalize Recommended Improvement Program**
 - Develop cost estimates for proposed projects
 - Identify funding opportunities
 - Create a prioritized timeline for implementation
- **Return for approval and finish report**

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: DECEMBER 15, 2006

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

TRI-RAIL STATION AREA
LAND USE, ZONING AND GOVERNMENT OWNED PROPERTIES

SUMMARY EXPLANATION AND BACKGROUND:

At the September 22, 2006 Property Committee meeting, staff was directed to prepare maps of the land use, zoning, and government owned properties surrounding Tri-Rail stations. These were presented at the October 27, 2006 Property Committee meeting. At that time, the Committee Members requested that maps of government owned properties be keyed to ownership information.

Attached as Exhibit 1 are land use maps, zoning maps, and updated government owned property maps for each half mile Tri-Rail station area.

EXHIBIT ATTACHED: Exhibit 1: Land Use, Zoning, and Government Property Maps and
Tables of Government Owned Properties
(To be provided under separate cover)